



messing about in BOATS

Special Features This Issue
Sycorax on the Sound
Mid-Atlantic Small Craft Festival

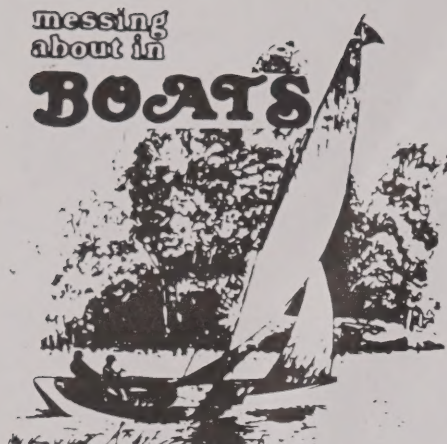
Volume 13 - Number 12

November 1, 1995



**messing
about in**

BOATS



Published twice a month, 24 times a year. Subscription price is \$24 for 24 issues.

Address is 29 Burley St., Wenham, MA 01984-1943.

Telephone is (508) 774-0906, 8-5 weekdays, no machine.

Editor & Publisher is Bob Hicks

Volume 13- Number 12
November 1, 1995

In Our Next Issue...

We'll bring you Annie Kolts' report on the SCSBMS "Great Five Day Mess-about" and my coverage of the "95 Oar-master Trials" for events.

Adventures will include Jim Lacey's "Cruise Aboard *Heritage*", Craig Lund's "Two Days on the Maine Island Trail", Bill Sinclair's "Key West Sail" and my "Annisquam River Outing".

Projects will feature Ron Brown's "Das Boot Project" and John Sherrill's "Shoobox...an Elegant Crate".

The trimaran design series will continue with "Fred Shell's Clipper 15 & 18", while more usual fare will include Lawrence Bausman's "Osorio 18" and Phil Bolger's first ever design sold, a "Rough Water Outboard Utility".

There'll be some more techniques articles such as Sam Overman's "Epoxy Patch Filler", Brad Faus' "Anna Mae's Wrinkled Rudder" and Chuck Wilson's "If the French Can Do It".

On the Cover...

John Valliant's Chesapeake log canoe crosses the finish line under a cloud of sail in the sailing race at the Mid-Atlantic Small Craft Festival in St. Michaels, Maryland in early October. Lots more photos from this outstanding event in this issue.

Commentary...

Once again I find myself waxing enthusiastic upon my return from the Mid-Atlantic Small Craft Festival at St. Michaels, Maryland, even after enduring that 10 hour drive each way to attend. It's worth the trip, and would be even if it were not a "business trip" and I were not following up with a report on it for publication. It has to be one of the most enjoyable small craft gatherings I get to attend.

How so? Number one, it focusses on "small craft", not necessarily "traditional small craft". This lack of the elitism implicit in that term "traditional" means that any sort of human or wind powered small craft are welcome and broadens the participation. We bring our 21' fiberglass Seda Tango double sea kayak. Most of the boats which turn out continue to be built of wood, usually by their owners, but not necessarily so.

A number of professional builders bring examples of their work, which they are welcome to do, but the organizers, the Chesapeake Bay Maritime Museum, emphasize that the event is a "festival", not a "boat show". No ostentatious signs, no overt sales pitches, but one can look over the professionals' work and even try out the boats.

The range of boats is enormous, this year about 125 were there, from tiny solo kayaks and prams to multi-oared rowing boats and weekender size sailing craft. The variety in design and construction makes a tour of the festival to look over the boats one that offers ongoing revelations, and generates a lot of respect and admiration for the craftsmanship on display. The scene on the water is inspirational with rows of the boats lined up on the docks or moving past with smiling crews indulging in their dreams.

A second reason this is so attractive a gathering is its family nature. There are a lot of young people around for the weekend, not just toddlers, but the easily bored and jaded teen agers. A full schedule of activities is arranged for them, ranging from non-boating activities for toddlers while mom and dad play, on through a model boat building project, paddling and rowing races just for kids, and, of course ready access to many of the participating boats. The presence of high spirited young people having a good time adds an aura missing from adult only small craft gatherings. And some of these youths bring along their own boats they built themselves, great for them to be there amongst all the boats built by the grownups. Families playing together in this fashion are solid ones.

In this family context I want to recognize the enthusiasm of the many women on hand, most, but not all, with men who are small boat nuts. Messing about in small boats is predominately a men's enthusiasm, and often the women in their lives have no interest whatever in this game. Sometimes this lack of interest is more than just that, but overt opposition, the women view the boating as taking the men from "more important" family activities appealing to the women. So to see all the women involved on this weekend displaying so much enthusiasm is wonderful.

A third contributing factor to the attractiveness of this gathering is the way that the Museum sets it up. John Ford is the man who has to do it, he gets much help and advice from participants who work on a sort of committee with him. The result is low key, no officiousness, a program that offers a variety of activities without being too rushed or hasty, and convenience. Yes, convenience. Everyone who wishes to do so camps right there on the Museum grounds Friday, Saturday and Sunday nights if they stay over. Camping is ad hoc, you park and set up amongst the rest as you can, and the overflow that now exists with the increase in attendance can camp on the edge of an adjacent field belonging to the neighbors, an inn and conference center. It's all right there, total immersion in small craft for the weekend.

An important aspect of the arrangements is the Saturday evening activities. First comes an all you can eat catered meal under a big tent, lots of great food. Next the awards for the day's racing and judging are presented. And then those interested adjourn to the adjacent auditorium in the Steamboat Building for an illustrated lecture. Ford has been able to attract really good speakers, this year's John Stilgoe held us spellbound for nearly two hours with his comments and supporting slides.

Sunday's arrangements are of a winding down nature, on the water church service for those who wish to participate, a boat parade along the Museum waterfront, and a scavenger hunt for the kids. And this year a swap meet was introduced to see if it would appeal. It seemed to. Sunday afternoon has no organized activities as the crowd starts to thin out, while diehards carry on sailing, rowing and paddling, those with long trips home reluctantly depart.

My fourth and final suggestion as a contributing factor is the Museum itself. This is a compact, friendly place with nice collections of indigenous boats, artifacts and history of the Chesapeake. It is attractively laid out with waterfront docks that have skipjacks, tugboats and such moored alongside. The only real clanger in the aura of the Museum, to me, is the presence on the docks and on adjacent moorings, of modern yachts, creating somewhat of a marina ambience. Members can dock their yachts here to visit, and while this is nice for them, the presence of modern boats on a period waterfront detracts from the illusion of stepping back in time. That caveat aside, on your first visit to this event you can easily spend a day touring all the Museum's exhibits.

Well, all this appeal has borne fruit, with the 1995 attendance topping 300, a major gain over the 1994 record of 225. The growth seems to have reached a steeper upward curve, turning geometric rather than linear. With space available now nearing saturation, John Ford and his advisors will be faced with trying to continue to accept all who wish to attend while preserving the appeal of the event. I believe it can be done and we'll let you know all about it when the 14th Annual Mid-Atlantic Small Craft Festival comes up in the fall of 1996.



UNITED STATES COAST GUARD AUXILIARY

A Voluntary National Organization

Contributed by Tom Shaw

dedicated to the promotion of SAFETY in the maintenance, operation and navigation of SMALL CRAFT

Night Vision

In September AUX Facility 566 was one of three Auxiliary vessels assisting the Coast Guard in monitoring a safety zone for a major fireworks display, part of the Wilmington, NC, celebration of VJ Day. Good duty with a superb view of the fireworks. The regatta patrol meant a sixteen mile trip down the Cape Fear River and through a winding and narrow tributary channel in darkness, a trip I never look forward to.

Fortunately AUX 566 was able to follow another Auxiliary vessel whose skipper "knew the river". Our "navigation" consisted of keeping his stern light clearly in view, though, of course, we were checking each lighted buoy and unlighted day mark as we made the journey.

It was an almost perfect night: Clear skies, starlight and a half moon. Once we had left the Port of Wilmington behind us our eyes adjusted to the darkness and we had our "night vision" so it was relatively easy to pick out the buoys and even the day marks, to read the headings from the dim-lit compass, to keep a close eye on

the muted glow of the depth finder and to check the chart with a red bulb flashlight. This, I thought, will not be difficult after all.

Suddenly, the cockpit was brilliantly illuminated. Night vision was destroyed! All we could do was follow the stern light ahead and be grateful for it. These flashes of bright, white light came irregularly, approximately every three to five minutes, leaving us no time to regain our night vision.

Looking astern we could see a following vessel with two bright searchlights fixed, like car headlights, on either side his flying bridge or, perhaps, high on a T-top. As he moved with waves and the turns of the channel, his lights hit us again and again. We slowed, he slowed. We accelerated, he accelerated. He seemed determined to follow us and again and again his lights found us, lit up the cockpit and destroyed night vision. An appeal on Channel 16 to "Southbound vessel passing buoy 51" brought no response.

I feel confident that the skipper of

this boat had no idea of the difficulty, indeed the danger, he was creating with his searchlights. Had we been alone, we could have stopped and either insisted he go ahead or turn out his lights. As it was, with complete confidence in the piloting ability of the Auxiliary boat ahead and out of range of the blinding lights, we simply endured.

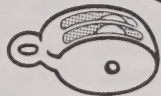
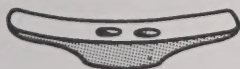
Night vision is a precious thing. It does not come easily nor quickly, especially to those of mature years, but it can be instantly destroyed. That night on the Cape Fear River reinforced, dramatically, two lessons.

The first is the obligation of every boater to make sure his vessel's searchlights do not destroy the gradually acquired night vision of others on the waters. The second is that the Navigation Rules specifying which lights a vessel must display have evolved over time and with true consideration of night vision. They do NOT include shining a searchlight on another vessel.

Night operations are never easy under the best of circumstances. To destroy the night vision of another skipper goes far, far beyond "discourtesy". It creates a very real hazard to navigation. Perhaps it is as well that I will never meet the operator of the vessel "Bright Lights". I might not be able to be courteous and polite if given an opportunity to tell him what I feel about his thoughtlessness.

SPRINGFIELD FAN CENTERBOARD COMPANY

Folding Centerboards • Drop Rudders
Small Blocks • Sailing Hardware



Bob Lavertue & Son

20 Treetop Ave.
Springfield, Ma. 01118
Evenings: (413) 783-5589



OUTBOARD
MOTOR

ROSS BROS.
BOATS • CANOES

28 No. Maple St., Florence, MA • (413) 586-3875

PLANS • PATTERNS • KITS



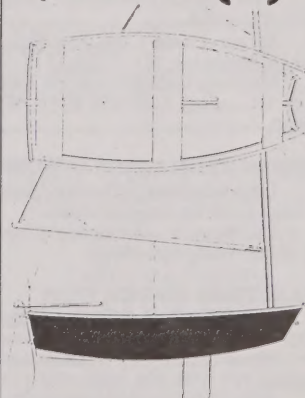
8' E-Z-BUILD SAIL V-PRAM

\$399(*)

Send \$6 for HUGE 80-page DESIGN CATALOG. Includes FREE DINGHY PLAN + 100's of other build-yourself designs, 8' to 67'. Sailboats, powerboats, rowboats, multihulls (power & sail), classic wood runabouts, jet sleds, driftboats, dories, skiffs, boat trailer plans, & more!



Build in wood, ply, stitch-&-glue, cold-mold, fiberglass, aluminum, steel. Big selection of STUDY PLANS, "HOW-TO" BOOKS, SUPPLIES, fastenings, fiberglass, epoxy. FREE CONSULTATION to purchasers. Top-quality stock plans & custom design for 31+ years. 24-HOUR ORDER SERVICE.



(*) INCLUDES PLANS & INSTR'S +

- Freight to U.S. 50 states
 - Silicon Bronze fastening kit
 - Stainless steel hardware kit
 - System 3 Epoxy fiberglass kit
 - Dacron sail + running rigging
- You supply wood + 2 sheets 1/4" ply. Add \$29 for optional FULL-SIZE framing patterns (no layouts reqd). Price good thru Jan. 1996.

VISA

KEN HANKINSON ASSOCIATES

Naval architects & yacht designers

P.O. Box 272-K, Hayden Lake, ID 83835

Phone: 208-772-5547 Fax: 208-762-2762



ANTIQUE & CLASSIC BOATING

Organizations Offering Ongoing Activities (Call or write for activities schedules):

Chesapeake Bay Chapter ACBS, P.O. Box 6780, Annapolis, MD 21401.

N.E. Chapter Antique & Classic Boat Society, 140 Powers Rd., Meredith, NH 03253, (603) 279-4654.

BOATBUILDING

Organizations Offering Ongoing Activities (Call or write for course schedules):

Antique Boat Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.

Brookfield Craft Center, P.O. Box 122, Brookfield, CT 06804, (203) 775-4526.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109, (206) 382-2628.

Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663, (410) 745-2916.

Glenmar Community Sailing Center, c/o Back River Recreation Council, 8501 La Salle Rd. Suite 211, Towson, MD 21286, (410) 252-9324.

John Gardner School of Boatbuilding, Box 2967, Annapolis, MD 21404, (410) 867-0042.

Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491, (802) 475-2022.

Mariners' Museum, 100 Museum Dr., Newport News, VA 23607-3759, (804) 596-2222.

Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685, (616) 946-2647.

North Carolina Maritime Museum, Harvey W. Smith Watercraft Center, 315 Front St., Beaufort, NC 28516, (919) 728-7317.

Northwest School of Wooden Boatbuilding, 251 Otto St., Port Townsend, WA 98368, (206) 385-4948.

South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.

Sterling College, Craftsbury Common, VT 05827, (802) 586-7711.

Wooden Boat School, P.O. Box 78, Brooklin, ME 04616, (207) 359-4651.

CANOEING

Organizations Offering Ongoing Activities (Call or write for event schedules):

ACA New England Division, c/o Earle Roberts, 785 Bow Ln., Middletown, CT 06457.

Connecticut Canoe Racing Association, c/o Paula Thiel, 53 Ross Rd., Preston, CT 06365, (203) 889-9893.

Houston Canoe Club, P.O. Box 925516, Houston, TX 77292-5516, (713) 467-8857.

Metropolitan Canoe & Kayak Club, P.O. Box 021868, Brooklyn, NY 11202-0040, (914) 634-9466.

New England Downriver Championship Series, (203) 871-8362.

Seabago Canoe Club, Paerdegat Basin, Foot of Ave. N, Brooklyn, NY 11226, (718) 241-3683.

Washington Canoe Club, c/o Alexandra Harbold, 2111 Wisconsin Ave. NW #315, Washington, DC 20007.

CONTEMPORARY YACHTING

Organizations Offering Ongoing Activities (Call or write for event schedules):

Sail Newport, 53 America's Cup Ave., Newport, RI 02840, (401) 846-1983.

MARITIME EDUCATION

Organizations Offering Ongoing Activities (Call or write for curriculum information):

Nova Scotia Sea School, 1644 Walnut St., Halifax, NS B3H 3S4, (902) 492-4127.

Sea Education Association, Inc., P.O. Box 6, Woods Hole, MA 02543, (508) 540-3954.

Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368.

MARITIME MUSEUMS

Special Events

11/4. 15th Annual Maritime History Symposium, Mystic Seaport Museum, Mystic, CT, (203) 572-5313.

Maritime Museums Offering Ongoing Exhibits & Programs (Call or write for activities schedules):

Adirondack Museum, Blue Mountain Lake, NY 12812, (518) 352-7311.

Happenings '95

The 1st issue of each month carries the updated list for that month and the succeeding one, with occasional advanced listings of events requiring long term planning to participate in. We can list only those events scheduled by organizations that we hear from.

If you need to know more about any of these activities and events contact the listed organizations appropriate to your interest for full calendars.

Antique Boat Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.

Calvert Maritime Museum, P.O. Box 987, Solomons, MD 20688, (410) 326-2042.

Cape Ann Historical Association, 27 Pleasant St., Gloucester, MA 01930, (508) 283-0455.

Cape Fear Maritime Museum, 814 Market St., Wilmington, NC 28401, (910) 341-4350.

Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663-0636, (410) 745-2916.

Erie Canal Museum, 318 Erie Blvd. E., Syracuse, NY 13202, (315) 471-0593.

Essex Shipbuilding Museum, Box 277, Essex, MA 01929, (508) 768-7541.

Gloucester Adventure, P.O. Box 1306, Gloucester, MA 01930-1306.

Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078.

Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401, (914) 338-0071.

Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (617) 925-5433.

Independence Seaport Museum, Penns Landing, 211 S. Columbus Blvd, Philadelphia, PA 19106-1415, (215) 925-5439.

Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491, (802) 475-2022.

Long Island Maritime Museum, W. Sayville, NY, (516) 854-4974.

Maine Maritime Museum, 243 Washington St., Bath, ME 04530, (207) 443-1316.

Maine Watercraft Museum, 4 Knox St. Landing, Thomaston, ME 04861, (800) 923-0444.

Marine Museum of Fall River, Battleship Cove, Fall River, MA 02720, (508) 674-3533.

Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759, (804) 596-2222.

Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685, (616) 946-2647.

Maritime & Yachting Museum, 9801 S. Ocean Dr., Jensen Beach, FL 34957, (407) 229-1025.

Milwaukee Lake Schooner Inc., P.O. Box 291, Milwaukee, WI 53201-0291, (414) 276-5664.

Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990, (203) 572-5315.

North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516, (919) 728-7317.

San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101, (919) 234-9153.

South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.

Strawberry Banke Museum, P.O. Box 300, Portsmouth, NH 03802, (603) 433-1100.

Toms River Maritime Museum, Water St. & Hooper Ave., P.O. Box 1111, Toms River, NJ 08754, (908) 349-9209.

MODEL BOATING

Organizations Offering Ongoing Activities (Call or write for activities schedules):

U.S.S. Constitution Model Shipwright Guild, c/o George Kaiser, 23 Mermaid Ave., Winthrop, MA 02152-1122, (617) 846-3427.

U.S. Vintage Model Yacht Group, c/o John Snow, 76 Woodbine Ave., Concord, NH 03301, (603) 224-4586.

ONE DESIGN SAILING

Organizations Offering Ongoing Activities (Call or write for event schedules):

Bridges Point 24 Assoc., c/o Kent Mulliken, 101 Windsor Pl., Chapel Hill, NC, (919) 929-1946.

Cape Cod Frosty Association, P.O. Box 652, Cataumet, MA 02534, (508) 771-5218.

Hampton One-Design, c/o Scott Wolff, 3385 Kings Neck Dr., Virginia Beach, VA 23452, (804) 463-6895.

New England Beetle Cat Association, c/o David Akin, 40 Chase Ave., W. Dennis, MA 02670, (508) 394-3908.

West Wight Potter's Association, Southern California Chapter, c/o Roland Boepple, 17972 Larcrest Cir., Huntington Beach, CA 92647, (714) 848-1239.

ROWING

Special Events

11/11. Traditional Multi-Oar Challenge, Old Lyme, CT, Connecticut River Oar & Paddle Club, (203) 388-2343.

Organizations Offering Ongoing Activities (Call or write for activities schedules):

Amoskeag Rowing Club, 30 Mechanic St., Manchester, NH 03101, (603) 668-2130.

Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01930, (508) 283-4695.

Cape Cod Viking Club, c/o Bernie Smith, 2150 Washington St., E. Bridge-water, MA 02333, (508) 378-2301.

Maine Rowing Assoc., c/o Reg Hudson, P.O. Box 419, Southwest Harbor, ME 04679.

Narragansett Boat Club, P.O. Box 2413, Providence, RI 02906, (401) 272-1838.

New England Open Water Rowing Calendar, Frank Durham, 70 Hayden Rd., Hollis, NH 03049, (603) 465-7920.

Riverfront Recapture, 1 Hartford Sq. W, Suite 104, Hartford, CT 06106-1984, (203) 293-0131.

SAFETY EDUCATION

Organizations Offering Ongoing Courses (Call or write for course schedules):

U.S. Coast Guard Auxiliary Flotilla 403, c/o Gary Cordette, 315 Paradise Rd., Swampscott, MA 01907, (617) 599-2028.

SEA KAYAKING INFORMATION

Atlantic Coastal Kayaker, P.O. Box 520, Ipswich, MA 01938, lists all sea kayaking activities that come to our attention..

SMALL BOAT MESSABOUTS

Organizations Offering Ongoing Activities (Call or write for activities schedules):

Midwest Homebuilt Messabouts, Jim Michalak, 118 E. Randall, Lebanon, IL 62254.

Southern California Small Boat Messabout Society, c/o Annie Kolls, 4048 Mt. Acadia Blvd., San Diego, CA 92111, (619) 569-5277.

Washington Small Boat Messabout Society, Bob Gerfy, Seattle, WA, (206) 334-4878.

TRADITIONAL SMALL CRAFT

Organizations Offering Ongoing Activities (Call or write for activities schedules):

Barneget Bay TSCA, c/o Tom Johns, 195 Shenandoah Blvd. Toms River, NJ 08753, (908) 270-6786.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109, (206) 382-2628.

Connecticut River Oar & Paddle Club, c/o John Stratton, Box 281, Old Lyme, CT 06371, (203) 434-2534.

Delaware Valley TSCA, 482 Almond Rd., Pittsgrove, NJ 08318.

Oregon TSCA, c/o Robert Young, 16612 Maple Cir., Lake Oswego, OR 97034, (503) 636-7344.

Patuxent Small Craft Guild, c/o George Sargent, 5227 Williams Wharf Rd., St. Leonard, MD 20685, (410) 586-1893.

Potomac TSCA, c/o Bob Grove, 419 N. Patrick St., Alexandria, VA 22314, (703) 549-6746 eves.

Sacramento TSCA, c/o Russ Kanz, 5232 U St., Sacramento, CA 95817, (916) 736-0650.

South Jersey TSCA, c/o George Loos, 53 Beaver Dam Rd., Cape May Courthouse, NJ 08210, (609) 861-0018.

Traditional Small Craft Association, P.O. Box 350, Mystic, CT 06355.

Traditional Small Craft & Rowing Association of Maine, c/o Jim Bauman, RR 1 Box 1038, S. China, ME, (207) 445-3004.

Tri State TSCA, c/o Ron Gryn, 4 Goldeneye Ct., New Britain, PA 18901, (215) 348-9433.

TSCA of West Michigan, c/o Mark Steffens, 6033 Bonanza Dr., Stevensville, MI 49127, (616) 429-5487.

Upper Chesapeake Baymen TSCA, c/o Kevin Brennan, 3125 Clearview Ave., Baltimore, MD 21234. (410) 254-7957.

Upper Mississippi Small Craft Association, c/o David Christofferson, 267 Goodhue, St. Paul, MN 55102. (612) 222-0261.

TRADITIONAL YACHTING

Organizations Offering Ongoing Activities

(Call or write for activities schedules):

Friendship Sloop Society, 14 Paulson Dr., Burlington, MA 01803-2820, (617) 272-9658.

Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.

Noank Wooden Boat Association, P.O. Box 9506, Noank, CT 06340.

Wooden Boat Classic Regatta Series, 323 Boston Post Rd., Old Saybrook, CT 06475, (203) 388-6657.

TUGBOATING

Organizations Offering Ongoing Activities

(Call or write for activities information):

Tugboat Enthusiasts Society of the Americas, 308 Quince St., Mt. Pleasant, SC 29464.

WATER TRAILS

Special Events

12/2-4. North American Water Trails Conference, Sandestin, FL, (207) 785-4079.

Organizations Offering Ongoing Activities

(Call or write for activities information):

Maine Island Trail Association, P.O. Box C, Rockland, ME 04841. (207) 596-6456.

Washington Water Trails Association, 4649 Sunnyside Ave. N. Rm. 345, Seattle, WA 98103-6900. (206) 545-9161.

WOODEN BOATS

Organizations Offering Ongoing Activities

(Call or write for activities information):

Association of Wooden Boatbuilders, c/o Walter Gotham, 7811 NE 88th St., Vancouver, WA 98662.

Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.

Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.

Small Wooden Boat Association of Nova Scotia, P.O. Box 1193, Dartmouth, NS B2Y 4B8, Canada.

The Wooden Boat Foundation, #2 Point Hudson, Port Townsend, WA 98368, (360) 385-3628.

IMPORTANT NOTICE TO ALL ACTIVITY ORGANIZERS

Planning ahead for 1996 I want to urge all those who are planning any sort of nautical activities of interest to our readers to send me basic information as early as it is finalized. What, Where, When and Who comprises basic information. The name and type of event, the location, the date, and the person to contact.

This information will be listed free in the first issue of each month on this page, for that month and the succeeding one.

Anyone wishing to present more detailed specific information should contact us about advertising. It's inexpensive and you get all the space you wish to buy. Advertising should appear in the issue a month ahead of the date of the event involved. To meet this lead time we need your ad copy two months (60 days) prior to the date of the event.

You Can Do It!

BUILD A BOAT



Learn from Paul KIMBALL

21 Kimball Road Kensington, NH 03833-5506 (603) 772-3858



WORKSKIFF 18' x 5'3"

Lobstering, clamming, musseling, fishing — whatever work there is to be done, this big, rugged skiff does it all with a minimum investment of time, skill, and money. Is she fast? You bet. With a 25-hp Yamaha, she planes at 24 mph.

PLEASE SEND ME: ☐ Complete construction plans and instructions for \$30.00 ☐ Study plan packet for WORKSKIFF and 35 other easy-to-build Instant Boats for \$5.00

BOOKS: ☐ *Instant Boats*, \$15.00 ☐ *Build the New Instant Boats*, \$19.95 ☐ *Go Build Your Own Boat*, \$20.00 ☐ *Build the Instant Catboat*, \$9.95 ☐ *How to Build the Gloucester Light Dory*, \$7.95 ☐ *Keeping a Cutting Edge: Saw Filing*, \$7.95 ☐ *Boat Modeling with Dynamite Payson*, \$19.95 ☐ *Boat Modeling The Easy Way*, \$19.95— Add \$1.00 S&H

Name _____

Street _____

City _____ State _____ Zip _____

Harold H. Payson & Co.

Dept. MB, Pleasant Beach Road • South Thomaston, ME 04858
207-594-7587

MOST ADVANCED AEROSPACE TECHNOLOGY ON EARTH

NOW

A tough, clear, exceptionally glossy finish for teak or mahogany that lasts 5 full years

—WITHOUT RECOATING!

Yes, it's true.

Five initial coats of Smith & Co.'s remarkable new 2-part linear polyurethane for wood repels sunlight, water, weathering and abrasion for years.

And no sanding between coats!

Out performs even industrial grades of polyurethanes and all other consumer grades.

Contains exceptionally high levels of both ultraviolet absorbers and sophisticated antioxidants.

50 SQ. FT. KIT

3 pints Clear Polyurethane
1 pint Brushing Reducer
2 pints Clear Penetrating
Epoxy Sealer™
Measuring Beakers
Pre-paid UPS

\$96.37

100 SQ. FT. KIT

3 qts. Clear Polyurethane
1 qt. Brushing Reducer
2 qts. Clear Penetrating
Epoxy Sealer™
Measuring Beakers
Pre-paid UPS

\$153.81

Call or write for free descriptive literature.

SMITH & CO.

INDUSTRIAL & MARINE SYNTHETIC RESINS

5100 Channel Ave., Richmond, CA 94804

510-237-6842 • 1-800-234-0330

Clear Penetrating Epoxy Sealer™ restores, stabilizes, strengthens dry-rotted wood.

Ignored USCG Auxiliary Column

I'm not sure how long I have been getting *Messing About in Boats* but it's been quite a while. The USCG Auxiliary report has been there for quite a while, but until sometime early this year I ignored it.

Then I read one. Surprise! It was extremely interesting, so interesting that I made a note on the cover of the magazine so I could find it again. I've read them all since then. All good, very good. And Tom Shaw writes very well.

Could it be coming to an end? I hope not. Also, since I missed an unknown number of these first-class essays, would you think of publishing them all in book form, pamphlet form, some form? For sale?

G. B. Calkins, Bethesda, MD.

Editor Comments: There are those who like the safety stuff and those who don't. I think it's a plus for those who need it. I have no plans to publish it in book form, but sent your inquiry to Tom. Maybe he's game.

Small Boat Safety Concerns

One reader recently expressed concern about the safety of David and Mindy Bolduc's experiences in their small boats in "Cheating Winter" in the July 15th issue. I think it is of some concern but can be dealt with. Three aspects of doing this occur to me:

Small size does not preclude adequate self-righting ability due either to buoyant topsides or sufficient ballast or a combination of the two.

Small size does not preclude seaworthiness as shown by Robert Manry in *Tinkerbelle* sailing trans-Atlantic in 1965.

Services like the Coast Guard are extremely worthwhile but one thing I hope that they never protect us from is ourselves.

Rev. David Keith, Apohaqui, NB, Canada.

Texas Dory Boat Plans

David Carnell noted in the October 1st issue (Techniques, Tools, Etc.) that Capt Jim Orrell is no longer selling his Texas Dory Boat Plans and wondered about their availability. I can supply any of his plans desired since I am still his franchised builder. I plan to assemble a revised catalog of his available plans, much reduced in size from that he sent out, containing only those designs I expect any significant demand for. At present I will respond to all inquiries for Texas Dory Boat Plans.

Readers might be interested to know that *100 Small Boat Rigs* by Phil Bolger is again in print, available from me for \$19.95 plus \$3 shipping.

Dynamite Payson, Pleasant Beach Rd., S. Thomaston, ME 04858.



Your Commentary

Networking

Messing About in Boats has provided opportunities for me to communicate with others. Correspondence with Susan Peterson who wrote the article "Ariel's World" in the August 1st issue resulted in my buying her book, which is great, very enjoyable. Del Kahn's article on Foss tugs "Souvenir of Olympia Shoal" in the July 15th issue impelled me to send him a copy of the *Tugboat Book*, he had one but lent it out and never got it back. In the September 15th issue, Joe Tamsky was looking for information on a Tartan 27, which I have happened to own for 25 years, so I am sending him what I have.

Philip Hinton, Kemah, TX.

Gardner Sharpie Skiff

In November 1989 *National Fisherman* published an article with study plans by John Gardner for building a 13'9" sharpie skiff. It was a student summer project of Riverfront Recapture in Hartford, Connecticut. The boats were built there and launched into the Connecticut River.

Has anyone who has built one of these comment on how well it rowed and how it performed with a small outboard?

Reid Diggs, Jr., 11572 Sparrow Pt. Rd., Machipongo, VA 23405.

Celebrity Sloop Info

I need to find a source for plans/blueprints for a Celebrity sailboat. I am trying to restore a full mahogany strip planked hull and want to convert it from a fin keel to a swing keel, thus the need for these plans/blueprints.

Phil Imperator, 11 Farrel St., New Hyde Park, NY 11040-2407.

Thorough & Timely Response

I wrote recently to David and Mindy Bolduc about their article "Cheating Winter" in the July 15th issue with many questions about *Little Cruiser* and *Paradox* and their cruising style. Their response was thorough and timely, just what I would expect from readers of your magazine.

I greatly enjoyed their article and hope that you will keep them in mind for future features.

David Childs, Manchester, KY.

Wants to Teach Boatbuilding

I would like to start teaching a small boat class in the next year or two now that I have received my teaching certificate. I am a sea kayaker and canoeist and have built almost two dozen small craft, mainly canoes. I've been a steel shipfitter on 1,000' ore carriers on the Great Lakes and a carpenter on Navy MCM's.

Gerry Banks, Sturgeon Bay, WI.

Finally Realized

I thoroughly enjoy your magazine, and I love small boats. I currently am the owner of a Pulsifer Hampton. I built a Nelson Zimmer 18'6" Mackinaw boat which I launched in '87 and which is currently sitting in my barn, and I just bought my 11 year old son a Beetle Cat (of course, my wife rolls her eyes each time I tell her she can't count that as one of my boats). I got a good deal on the rebuilt Beetle (#106) from George Zachorne in Wickford, RI, because I traded in my old Beetle, which I started to restore for my son but soon realized he would be in college before I finished.

All of this is an introduction to the actual reason I am sending this letter. Back in '87 I bought a fiberglass 22' Friendship Sloop hull and deck, with the good intentions that this would be my next project after completion of the Mackinaw. So much for good intentions. I have finally realized that I do not have the time nor the desire to finish off this boat, and that maybe one of your readers would be interested in taking on this task. Look for my ad in the Classified Marketplace.

Gary Parker, Jamestown, RI.

Hauling the Boat

At high tide the boat, unaware of its fate, willingly nestles into the piling-fendered cove over wide nylon straps sunk deep below to clear the sharp fin keel.

Above, an ungainly wheeled creature hungrily like a giant water strider, adjusting its predatory grasp to the curvilinear shape below the surface.

The foreman signals and the sturdy belting caresses the belly of the boat. It rises, Lazarus-like, water rushing from the hull, exposing the slimy algal excrescence gained at mooring as a pressure spray restores the sweet underwater line.

The unconstrained spirit wrenched from the water's mobile surface reverts to a chrysalis, settling, then fixed, into the cradle whose carpeted pads support the airborne weight. The trailer nods, reluctantly accepting the load, its winter work just beginning.

On this warm, clear autumn day, perfect for yet another sail, my freedom's loss is responsibility deferred until the spring.

Johnes K. Moore

CUSTOM BOATS & YACHTS

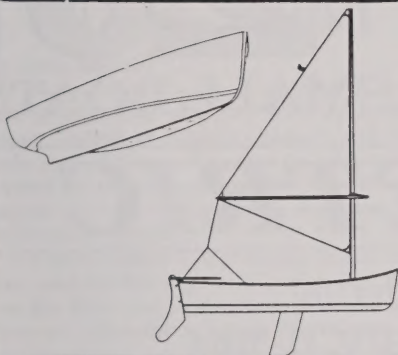
Since 1970

Wood Epoxy Construction to 55'
Damian McLaughlin Jr. Corp.

North Falmouth Ma. 02556

508 563 3075

KITTERY POINT TENDER



10' x 48" Handlaid Fiberglass Hull

Traditional Looking Yacht Tender

Specifically Designed for Ease of
Rowing & Minimum Drag When
Towing

Two Rowing Stations

Row & Sail Models

BAY of MAINE BOATS

Gooch's Beach P.O. Box 631
Kennebunkport, ME 004046
(207) 967-4461

Mt. Dora '95

Video: Extraordinary boats seen on
land, water and under power. Scenic boat
rides & interviews. 3 hours long!

\$40 incl S&H

Howard Percival Johnson, Jr.
15200 Mt. Calvert Road
Upper Marlboro, MD 20772-9619

There is nothing— absolutely nothing—
half so much worth doing



as simply messing about in boats.

Shirts featuring original
drawing and quotation from
The Wind in the Willows.
Heavyweight 100% cotton
Natural color T-shirts
Short sleeve T \$15.50
Long sleeve T-shirt \$21.00
50/50 Gray Sweatshirt \$25.50
Sizes M,L,XL - Shipping \$3.50

The Design Works

Dept MA, P O Box 880
Silver Spring, MD 20918

KAYAKS SAILBOATS
CANOES PRAMS
CATAMARANS
SKIFFS

**CAPE ANN
SMALL CRAFT**

WE'VE MOVED !!

TO 7 POND ROAD, GLOUCESTER, MA

281-6530

DIRECTIONS: TAKE ROUTE 128 TO GLOUCESTER
TAKE LEFT AT STOP LIGHT (EASTERN AVE)
GO ONE MILE - TAKE LEFT ONTO POND ROAD

SAIL ... the wind is free!

- American Sail Family Daysailers
- Hobie Cat
- Javelin - Blue Fin
- MacGregor Yachts
- West Wight Potter

New & Used Boats to 26'

Don't Miss The Fun!!!



Matson Marine Inc.

Bucksport, ME. (207)469-6886

St. Michaels ACBS Chesapeake Chapter
Antique Boat Festival Video
Traditional craft & fabulous speedboats
from 3 points of view, river cruise ac-
tion. 2 hours' exciting viewing, \$30
incl. S&H

Howard Percival Johnson
15200 Mt. Calvert Rd.
Upper Marlboro, MD 20772-9619

Oar-Deal.

THE ROWERS FRIEND
The Perfect Gift

Positions, Protects, Quiets and
Cushions Oars in oarlocks.



Just roll on these one-piece
rubber oar sleeves and collars.

No tacks No stitches

No adhesives.

\$18.00 per pair

*Includes shipping & handling
Check or money order only*

BECKLEY BOATING GEAR

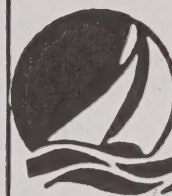
Post Office Box 271
St. Michaels, MD 21663

SMALL SAILBOAT SPECIALISTS

- Precision
- Summer
- PT Jude
- Amer Sail
- Phantom

- Nimble
- Com-Pac
- Florida Hens
- Sunfish/Zuma
- New/Used

**THE SAILBOAT
SHOP**



Rt 31 North
Glen Gardner, NJ
08826
(908) 537-6300

**We Buy & Sell
CANOES**

Wood/Canvas - Birchbark
Any Condition

Howard's Antiques
(508) 768-7282 Days

Antique Race Boat Regatta '94

Video: A participant's view, 1 hr 30
mins. Dazzling vintage boats on dis-
play and roaring by under full power.

\$30 incl. S&H

Howard Percival Johnson, Jr.
15200 Mt. Calvert Road
Upper Marlboro, MD 20772-9619



**COLUMBIA
TRADING
COMPANY**

NAUTICAL BOOKS

New, Used Free Catalog
& Out-of-Print Subscription

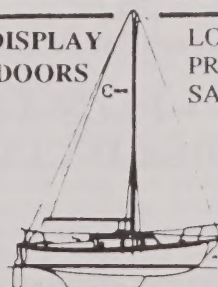
(508) 362-8966

FAX (508) 362-3551 Major Credit Cards

504 Rte. 6A, West Barnstable
Cape Cod, MA 02668

**ON DISPLAY
INDOORS**

**LOTS OF
PRE-OWNED
SAILBOATS**



COM PAC 16, 19, 23, 27
PRECISION 15, 18, 21, 23, 27
SUNFISH - ZUMA
DAYSAILER - SAROCA

FERNALD'S

Rt. 1A, Newbury, MA 01951
(508) 465-0312

PLYBOATS® 2.01

SOFTWARE FOR THE DESIGN OF SMALL BOATS

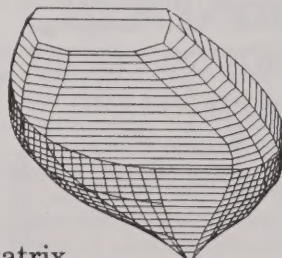
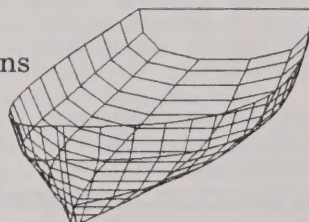
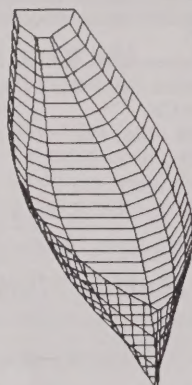
NOW WITH METRIC

At Any Time Change Dimensional Units To:
METRIC, DECIMAL INCHES OR FEET-INCH-8ths

Retains All of the Features of PLYBOATS® 2.0

- Draftsman's spline curves
- Sheer, 2 chines and keel
- Design up to 100 feet length (30.5 meters)
- Graphic views (10)
- Painted views (4)
- Bulkhead dimensions at any location
- Instant calculations of:

Displacement
Center of buoyancy
Prismatic coefficient
Block coefficient, etc.
Displacement curve of areas
Righting moment
Righting arm
Centroids of submerged sections
Wetted area
Surface area of hull
Lateral area
Center of lateral area



- Sail rig design:
 - Sail graphic
 - Jib + two masts
 - 20 sail types
 - Bowsprit
 - Center of effort of each sail
 - Center of effort of sail group
 - Lead of sail vs. lateral area
 - Table of sail design
- CAD export: (use for cabins, decks, etc.)
 - .DXF file 2D hull
 - .DXF file 3D hull
 - .DXF file plywood
 - .DXF file sailplan
- Modeling:
 - Scale up or down .01 to 10X
 - In model scale do:
 - Table of offsets
 - All .DXF files
 - Plywood layout
 - Bulkheads
- Compatibility:
 - 286, 386, 486, Pentium
 - 1 megabyte RAM minimum
 - Runs in DOS
 - No co-processor needed
 - 1.44 meg hard disk space minimum
 - VGA monitor preferred

- PLUS A 116 PAGE MANUAL THAT EXPLAINS IT ALL •
- DISK INCLUDES OVER 80 DESIGN EXAMPLE DATA FILES •



PLYBOATS® 2.01: \$145.00 • UPGRADES: 2.0 TO 2.01 \$5.00 • 1.0 TO 2.01 \$40.00 PLUS SHIPPING
SHIPPING: U.S. \$5.50, CANADA \$8.00, OTHERS \$12.00 (CA residents include tax)

RAY CLARK ENTERPRISES

5861 Woodboro Drive, Huntington Beach, CA 92649

VOICE (714) 840-7284 • FAX (714) 840-7284

Sycorax on the Sound

By John Sherrill

As adventures go, I suppose it was sort of mediocre in scale. We'd spent the winter locked in Riker's channel, and the early part of the summer tied up with crisis created by selfish, vain people. Now it was August and we finally have a vacation. So we went on a cruise.

I have sailed Long Island sound before, and so has my wife Laura, but this was the first time in this boat. I named her *Sycorax* after the witch in *The Tempest*, who imprisons her enemies in wood. She's one of Mister Bolger's "origami" boats, a term I heard that's a great deal more apt than "instant". It took eight months to build, and this is only instant if your sense of time is cosmic.

We were anxious and nervous as we headed out the "back door" around the south corner of Riker's Island, hugging the runway mostly because of the Boston and Washington shuttles that were landing yards away. I had seen a picture in the *Sunday Times* magazine of US Air Flight 5050 broken in half across the opening in the runway lights.

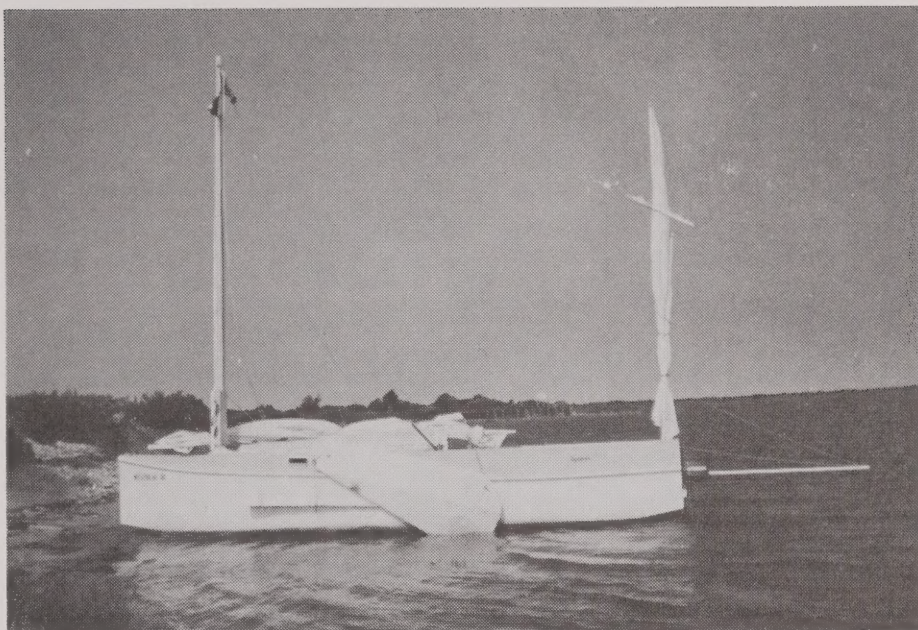
Still, it was preferable to rounding the north end of Riker's, with a tug with barges following you, or coming at you. No, this is no good, and it's a tight pass there by the prison barges if you're a 24' plywood boat facing a few hundred tons of angry gravel floating your way on a barge. Besides we'd been knocked down there back in April trying to make it out against the tide. *Martha Jane* indeed comes right back up, and now that we know this, we have no need to test the theory another time.

Once into the East River proper, to the north of Flushing Bay, we motored on, since we were being rocked too hard by power boats. We thought we would make sail once we'd gone under the Whitestone Bridge, but we were still being rocked, and then a barge went past. It was beginning to seem like raising sail was just too much of adventure. We decided to trust our outboard, and we motored on past the Throggs Neck Bridge, past the Stepping Stones into Port Washington, our old familiar port. There was no wind anyway.

This part of the East River, out past Stepping Stones to Execution Rock, has a grim present, and a checkered past. As you pass by Hart Island, New York's potter's field, you will see the tall stack of the crematorium. There is a sign, "Prison Island, Keep Off." It is on the East River and western Long Island Sound that you find the bowels of the city.

Riker's island has no sign, needs no warnings. The high fence topped with ribbon wire is enough. The only way off is by the bridge, or across the narrow shallow channel onto the runway at Laguardia. Barges and lighters roam the river, and it is prudent to listen on Channel 13.

Here on the edge of the city, through its exit vacuole, is also some of it's last remaining wilderness. North and South Brother Islands, with their beaches and ruins and shocks of trees, are home to birds, grey gulls, small gulls, and cormorants



with great black wings. There are ducks and geese, and parades of goslings in the water.

We cruised around Manhasset Bay under power, hot roddin' around a little bit, trying to see if we could get the flat bottom to plane. Usually we motor with the leeboards down, since one time we had a lot of trouble getting her head up against the wind with the boards up.

We finally came to rest at the south end near Leeds Pond. At first, we dragged anchor in the soft weedy bottom. We moved closer to shore, and found a sandy bottom better suited to the Danforth. There were a lot of power boats out, and we weren't anchored in shallow enough water, and we pounded, getting tossed by their wakes the entire night, everything ranging from a hard slap to a thorough pounding and tossing.

We (foolishly) thought that lowering the leeboards would help with the roll, so we dropped them and went back below to try and get some sleep. It's true the lee boards being down dampened the roll just a smidge, but at the same time they clunked against the side of the boat in a nautical variation on a French prison torture, the "clanking box". Having the mizzen up is the trick.

Early the next morning, still thudding like a destroyer on the North Atlantic chasing a U-boat, we prepared to leave Port Washington, and found that our old reliable, the Evinrude Six had more wrong with it than just needing a pair of vise grips for a gear shift lever. It was badly underpowered, lacking compression, and it took a hell of a lot of effort to get it started, something unusual.

Then the sheer pin broke, and we were without power and still without the confidence to take off without it. We knew that we would need it to get back to our mooring, since we'd tried to sail through before and found it too difficult. With the tides and the barges and the power boats and their wash we needed the maneuverability that we could get under power. I know they call it a sail boat for a reason, but I've watched a lot of river traffic, and rarely do you see anyone sailing through the East River.

So, the rest of the day was spent sweating in the heat, and being rocked again to the point of exhaustion by prop wash, so we did what the tough do when going gets tough, and we tied up and went to a buffet lunch and a movie. It was a Sunday and we wouldn't find anyone working today. We would have to wait until Monday morning.

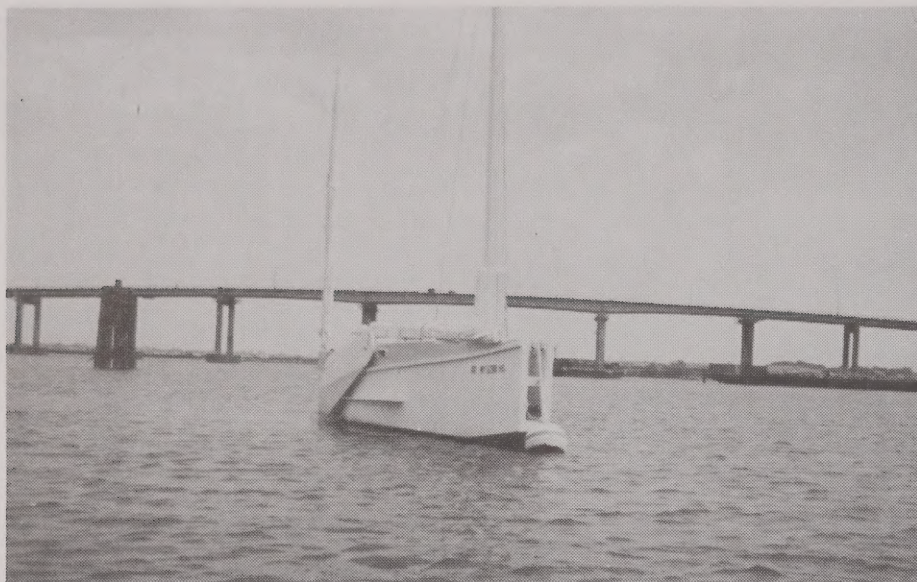
There is a school of boating that says money to buy technology can solve any problem. There is an idea that technology can replace skill. I'm beginning to believe that they may be onto something. I definitely found an easier way. I started thinking about the old Evinrude, and I thought how much is my vacation and my peace of mind worth?

Although it took the better part of a day, I fixed the sheer pin and got us to a mechanic, who pronounced the Evinrude doomed, and I bought a brand new engine. I was tired of the gross uncertainty of an old engine, and since we had the reliability of a new boat, we wanted the same from an engine. Laura joyfully agreed, so a deal was made. For some problems, the best solution is money.

By 3 p.m. we were underway again, and too tired to try for Greenwich. We motored around the bay and anchored again for the night in Leeds Pond, only this time in water so shallow that we wouldn't pound. I finally relaxed, I finally fell asleep, feeling that everything was alright. It was a calm August night, and it was quiet, with all the weekend people gone. Laura and I both felt mellow that night, believing that the worst was over and that our problems had been solved, and to some degree they were, leaving us free to worry and create new problems.

Tuesday morning, we woke up early and motored out to the still waters of Long Island Sound. Now there was talk of Hurricane Felix, NOAA predicted 5' swells on the Sound, but I reasoned we were still safe in the southwest end. Besides, the swells were predicted for the afternoon, and the morning was as calm as the first day of creation. We would make it to Greenwich by midday, it was only a few miles north-east.

We raised sail off Gangway Rock and



tried to sail, but there was no wind, so we motored through moderate swells. All of this motoring was beginning to get me down, but I couldn't just sit there on the water drifting and broiling in the sun. We headed north of Execution Rock, thinking we were going for Connecticut. After we'd come north of Execution, I headed east, and thought that about midway in the sound was good until I could see Rye Playland and then head over to Captains Harbor. I saw Rye, and was about to head further north when I sighted a parade of tugs and barges coming east, nine boats in all and their charges.

I decided to make for Loyd's Point instead, keeping to the Long Island shore. That line of barges made getting to Greenwich like running across the Interstate. East of Hempstead Bay we found a light wind that drove us at maybe three knots, and for an hour we sailed, but the swells were getting worse, coming from the east and pounding us in the nose, so we powered up again, and made Loyd's Point, the sand pit.

The sand pit there is what remains of a sand and gravel pit dug to build New York. There are a few of them on the North Shore. This one has a history of dirty tricks and exclusion, and for a few years recently there was a chain across the entrance. We heard stories, or really unsubstantiated rumors, of goings on. One elder yachtsman told us that years ago, the property owners got a boat, named it *Police* in big letters, and got some heavies to go around the harbor and tell people to leave. The present scam seems to be to declare areas to be bird sanctuaries. I'm sure everyone here is aware of how sensitive seagulls are, needing the wild spaces of garbage dumps and uncovered wrecks to prosper and breed.

There we ran up on the beach. We played in the water and the sand. We went for a walk on the beach and ran high, high aground. After one night spent pounding at an anchor, we were both eager for the comfort that only a sand bar can give. As the tide went out, we turned her sideways so that the blood wouldn't settle in our feet while we slept.

We spent a calm night beached that way. When the water came up at 3am, my

wife woke up with the rocking boat, and she woke me up. "The tide's coming up," she said.

"Uh-huh. You're right," and I went back to sleep. The next morning, we woke up a few feet further up the beach. Laura was nervous that we wouldn't get off. With an outboard engine, a hurricane coming, and a fog surrounding everything, I figured being terminally aground was the least of my worries. I made coffee and talked Laura into taking pictures. I told her not to worry about the tide, the storm surge from the impending hurricane would float us off. Later, as the fog burned away, a couple in a beautiful wooden powerboat came over, and together we got *Sycorax* pushed a couple of feet closer to the shore line. They'd seen us futilely trying to push the boat, and decided to help, and I guess to check out that funky Bolger cachet.

The water finally came up at three in the afternoon, and by four we were floating off the beach from two anchors, bow and stern. After another afternoon swim, we took her out into deeper water since we would have to leave the next day, Thursday, and could not viably spend the night aground. The couple from the power boat with beautiful lines had planned to stay until Saturday, but were leaving because of the hurricane. We didn't want to get stuck out here if the storm turned north. The wind and swell on the Sound were staying at the 3'-5' level, the wind stayed at 15-20 knots, blowing west. We would have to go.

After a pleasant night at anchor, we spent a morning watching the weather reports on our little TV. The Jersey coast was dangerous, houses on Fire Island were washing out to sea, so as soon as the fog lifted around noon we caught the incoming tide and headed west with no mizzen and a reef in the main dead downwind. There were small whitecaps in the middle of the Sound but we were sailing in the lee of Loyd's Neck comfortably moving along at 5-6 knots. *Sycorax* had an easy motion on the water, enjoying the wind. There was a nervous moment the first few times we saw the boomkin dip into the water, but as it was only the tip and she always rose up and never took water over the open transom, we got comfortable with it.

I should say that even when we are rumbled hard by large power boats *Sycorax* always lifts her butt up high enough to avoid being washed by the wakes, some of which are huge, the wash of three or four boats. A piece of bungee, or something to hold down the rudder plate is necessary or we'd be holding impromptu rudder inspections. The same could be true if we throw the engine into hard reverse, plus the added suffering of getting clocked in the head with the tiller. When there's a swell anyway, the power boats only add to the confusion of the water, throwing us around, leavings us badly tumbled.

But there was none of this on this Thursday afternoon. There was only a large sloop with a headsail that had been behind us as we left Loyd's point, and finally around the mouth of Hempstead Harbor we put up the mizzen since we'd lost some wind here and we didn't want the sloop to catch us too easily. He finally overtook us just east of Execution Rock, calling us on channel 9 and wanting to know how many she slept. The questions people ask show a curiosity and delight in the innocent eccentricity of it all, a box with sails and leeboards, a slick application of the primitive.

On another occasion there was a high-tech, slick racing yacht coming out from under the Throgg's Neck to Stepping Stones. As the boat went by, victory pennants streaming off the forestay, you could almost see it hemorrhage cash, and the fellow at the wheel looked at us with such delight, him riding on the ruins of some trust fund, and me and Laura toughing it out, bashing into the flooding tide in our articulate box. He turned around and watched us as we descended into the East River, smiling and waving, glad to see the spirit of the thing. There are many others not so kind.

The last day of our cruise that Thursday was superb, it was the payment for all the horrible days in the junkyard building the boat, the Labor Day weekend lost casting lead (April 1, '95 issue). Although *Sycorax* is now filthy and foul from sea grass and oil spills, and her paint is chipped and faded in places, she a fine boat with never a drop of water in the cockpit and rarely a drop on the deck.

Laura and I have learned that if we anchor in shallow water, the pounding at anchor is minimal, and everyone is jealous of her shoal draft. She's fast, she's good at the helm and doesn't wander downwind any worse than the keel boat we had. We found out that if we run aground, the boards will stop us before we bang the rudder. I have a great deal of confidence in *Sycorax* now and finally feel comfortable with her and her gear. I felt proud when I'd built her but now *Sycorax* feels alive.

Even though it was a small adventure it still presented challenges and offered areas for improvement. Before the cruise we worked on safety, since the cruise we've worked to make her more comfortable. We installed an insert in the front of the cabin to make a V-berth and we replaced the 4" ports in the bow with 10-3/4" ports, (it's only an 8" hole) letting more air and light into the cabin. Before she had been stuffy and gloomy down below. Now it's light and the breeze flows comfortably through. We have enough space to cook below with

our one burner Origo Heat Pal, although we often cook in the cockpit.

We installed a floor product called Dri-Decks along the cabin sole. It's a rubbery plastic which helps keep sand we track into the boat under control. When beaching our craft, it's a good idea to put a bucket of sea water on the deck to rinse the sand off our feet when heading aft. In a small boat it will quickly get into everything.

There are several things that we did to make our Martha Jane easier to handle. On our main sail we put a double purchase, that is one block on the yard and another one at the mast head. Laura could not raise the sail and I could only get it to set with great struggle. We had a single block slung from a pad eye and suffered hoisting the main with twisted line. It would always twist and bind at the mast head, the main would not go all the way up without sweating it, and even then the down haul was slack. All this, plus the higher we raised the yard, the heavier it seemed to be. Braided dacron and the fore-mentioned double purchase solved this problem, and now the main goes up as easily as a Venetian blind.

We needed two pad eyes towards the stern of the rudder well. There we anchored a piece of heavy bungee cord or heavy rubber cargo straps to lay across the lifting handle, side to side. This keeps the rudder well down, a far superior means than having the crew stand on it.

When I built *Sycorax*, there was no detail for a toerail so I added one, 3/4" wide by 1-1/2" tall. It's open enough to drain all the water, but close enough to give us a solid brace. A slack line run from stern to the bow well gives us a handhold.

I've read a lot of things lately about fiberglassing plywood boats. I have been chastened for not covering the hull topsides on *Sycorax*, but I would like to explain my reasons. As I understand, fiberglass adds little or no strength to the hull. If it doesn't strengthen the hull, why bother with the trouble and expense? It's been almost a year now since the launching of *Sycorax* and there are dings, scratches and marks in the hull, and on the deck there are places bare to the wood.

In the bow there are marks and nicks from the anchor, stains and smudges from oil and from who only knows what chemicals that are in the water here? I've seen plenty of fiberglass rotting away in my part of the world and this does not inspire confidence. I think new materials are a solution to old problems. It's true, glass is good in seawater, but how much of the water we all sail in is sea water anymore? It's a fact that coastal waters, especially here in the northeast, are full of toxic compounds, some of which will eat paint as quickly as zip-strip. Nobody who I've read has factored environmental damage into the equation.

One builder from the Chesapeake who I recently read complained that epoxy coating wasn't enough, that he thought the boat wanted more fiberglass. If it's the epoxy that holds the glass to the plywood, then why would more glass held on with epoxy that's proved to be soluble be the solution? I like being able to see what's going on with my hull. I like to see where the cracks and the stresses are and get to



them before they become serious.

If you're building your boat outdoors, and if you are using lumber yard materials, then you shouldn't expect your boat to sit still. Even with three coats of epoxy resin, two of epoxy primer, and four coats of an epoxy compatible paint, some of the wood is still moving. Fillets will crack (but not break) under the stress of warping wood, and coatings applied in less than ideal conditions will blush and peel. So what? You will still have a safe, fast and able boat.

I'd hate to think what would have happened if I'd wrapped everything in plastic, what it would look like now. As it

is, she looks like a wooden boat that's been sailed, no better, no worse. She shows the marks of her work, she shows a bit of patching and area painting, again, so what? When you're sailing, you hardly notice it, and if you do, it's of little consequence.

I haven't heard of anyone yet, whether they have a backyard plywood boat or a slick fiberglass product, who has escaped the work of maintenance. Perhaps the criterion for choosing a boat shouldn't be accommodation, sail plan or hull shape but how much bottom you're willing to sand on a beautiful day in the early spring.

MARINE ART



No. End Shipyard, Rockland, ME Image 10-1/2"x16-1/4"

A signed limited edition print of 950 done on high quality paper.

\$35 (plus \$5 for shipping)

Commissions accepted on all types of boats; painted in acrylic or watercolor from your favorite photo.

Rick Whyman, 2916 Whitehaven Rd., Tyaskin, MD 21865
(410) 873-9702

13th Annual Mid-Atlantic Small Craft Festival

It was another wonderful weekend for small boat enthusiasts at St. Michaels, Maryland on October 6-8, as John Ford of the Chesapeake Bay Maritime Museum and his volunteer steering committee welcomed over 300 participants with some 130 or so small boats. Variety was the spice of the affair, the boats and the people. And the family atmosphere always an important part of this festival was more in evidence than ever with the young people everywhere enjoying each other's company, the boats and the special activities organized for them by volunteers.

In 1994 with 220 participants the organizers began to be concerned about space limitations as the event grew, but the exponential increase this year to over 300 turned out to be nicely managed without officiousness on anybody's part. While the docks, beach and lawns were chock-a-block full of boats, it is the camping on the grounds that has reached saturation, and spilled over onto the adjacent grounds of an elegant resort hotel/conference center. Nice neighbors, they give the Museum the okay for the overflow to camp on the grass along their property line and use the adjacent beachfront for launching boats as well.

The key word here is "festival". While those who so desire may enter their boats for judging as in a boat show, and races for oar, paddle and sail powered craft are scheduled, it's really all in the festival spirit. Ford, in his pre-event letter states, "I would like to emphasize that this is indeed a festival, not a boat show. The most important parts of the festival are the boats people bring and the people who bring them. The number one priority is to have fun with those people and those boats."

It works. The weekend is hugely successful. Friday evening early arrivals gather for an informal crab feast and visiting. Saturday morning the boats being judged are judged, most of the rest are on the water. Saturday afternoon the races take place. Saturday evening awards are presented under the tent after a sumptuous meal and then an illustrated lecture is presented in the main hall of the Steamboat Building. Sunday morning there's a Worship-on-the-Water church service for those interested, a boat parade along the waterfront, a scavenger hunt for the kids and this year a swap meet. By Sunday afternoon the crowd starts to thin as folks with long trips home load up. Die hards carry

on sailing, rowing, paddling and talking small boats.

My comments with the photo coverage give you the best idea of what it is like to be totally immersed in small boating for a weekend. Before launching into the photos I did want to tell you about John Stilgoe's incredible evening lecture, "Small Boats, Heroism and Women's Work". Impressive set of topics, eh? John kept us all riveted for almost two hours with his comments, insights, humor and marvelously appropriate slides. When he brought onto the screen a slide of his just acquired semi-derelict lifeboat (his current small boat project) he convulsed us all with a wry remark about, "It was really quite reasonably priced!"

John is author of an equally wonderful book of interest to any small boat nut, *Alongshore* (see review in October 15, '94 issue). He occupies an endowed chair at Harvard as a professor of landscape history. John didn't come all the way to St. Michaels from Boston just to lecture, though, he and his family are addicted to the small boats we all love.

And now, on to the photos.

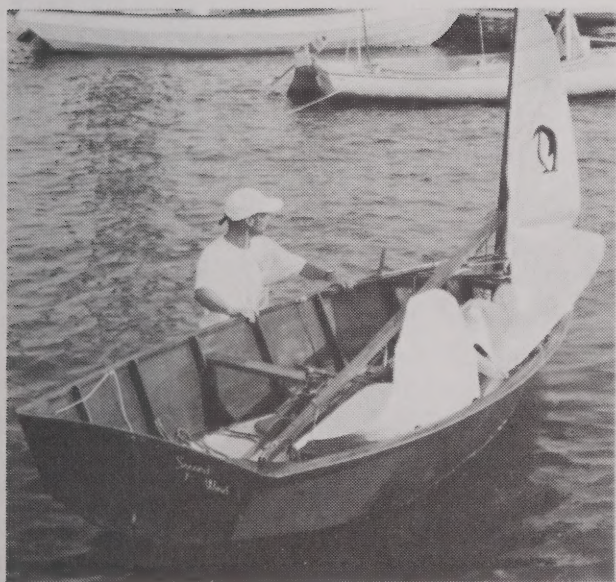
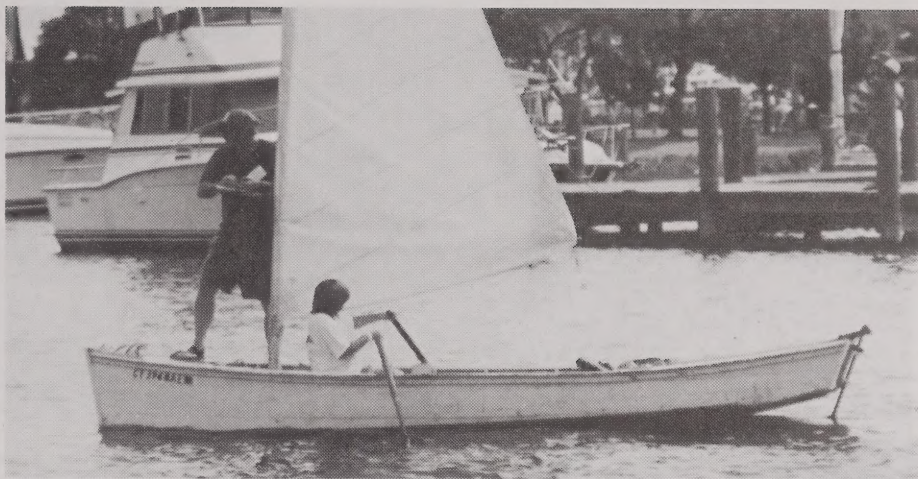
By Bob Hicks

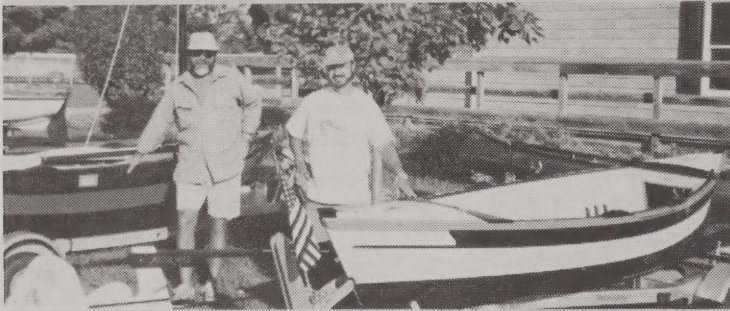
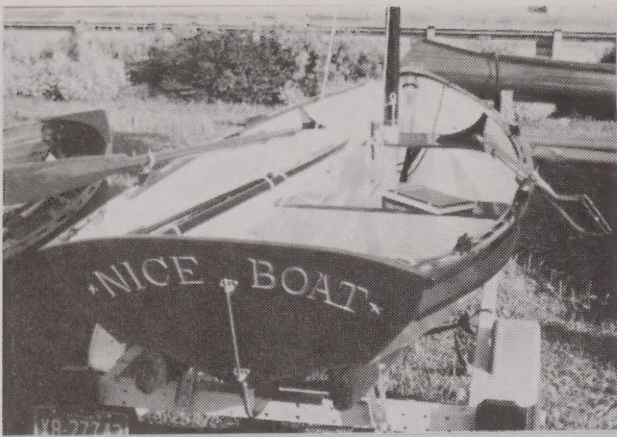
Marc Pettengill packed them in over the weekend for his demo building of a Phil Green folded plywood stitch & glue canoe. Phil was over from England but took ill and was unable to be on hand most of the weekend.

George Surgent of Seaworth Small Ships organized the kid boatbuilding project, attracting a huge number of kids. They built, guess what, trimarans of polystyrene building insulation board.

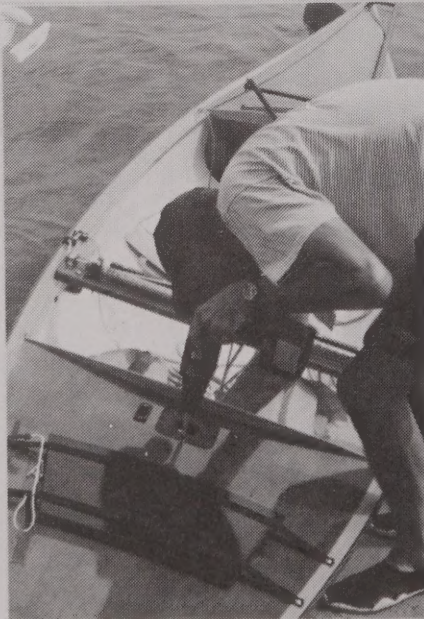


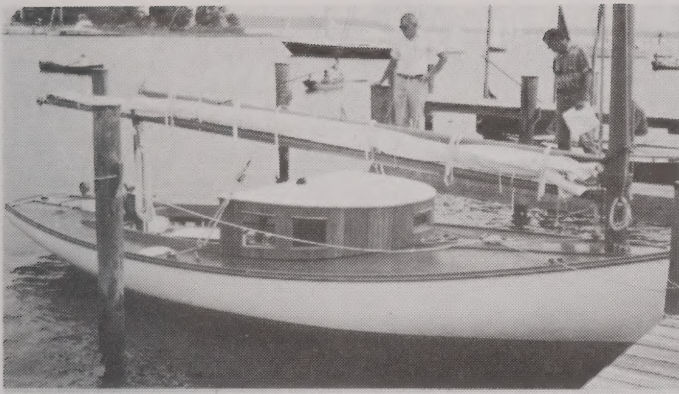
Along the waterfront (clockwise from right): Tim Weaver and his daughter enjoying the weekend in Tim's sharpie skiff, the subject of an early series on our pages back in 1984, "*Patina's Log*". The neighbor's place, nice people, they let the overflow crowd camp in their field. Launching a Monfort geodesic, does it really take three to carry? Annette Majjar and Larissa Read enjoying two of Annette's husband's Chesapeake Light Craft kayaks. Racing traffic, the women's rowing race jams up. About ready to go in a Penguin.





On the lawn (clockwise from below): The Upper Chesapeake Baymen TSCA Chapter set up alongside *Becky D*, a kinda funky lapstrake skiff. Checking the specs, most boats displayed contained albums of photos and often plans of the projects. On the beach repairs. Talking over a lovely lapstrake double ender. John Thomson's electric launch with the fringe on top. Scott Hershey (left) and Brad Faus build boats together in Dillsburg and Etters, Pennsylvania. For fun that is. Scott's *Nice Boat* took the "Builder's Choice" Award. Brad's boat is a yacht finished Bolger Teal. Marc Barto's gorgeous Melonseed won the "Peoples' Choice" award.



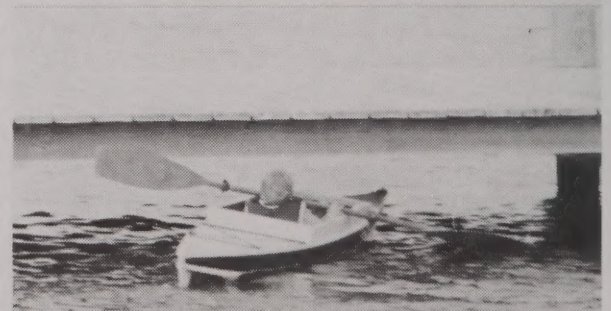
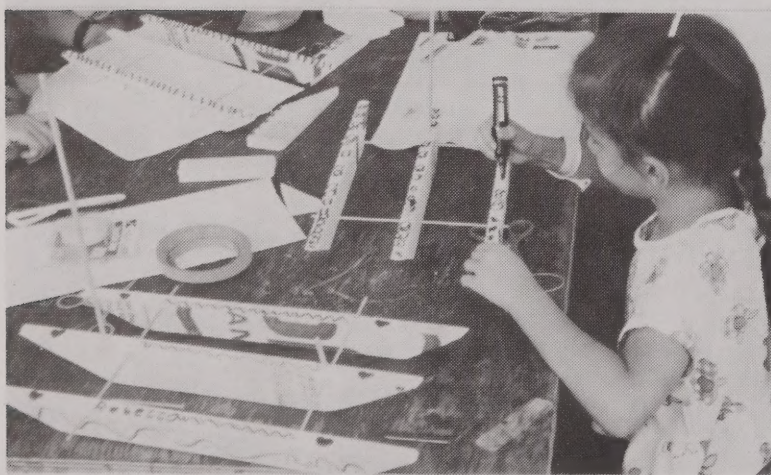


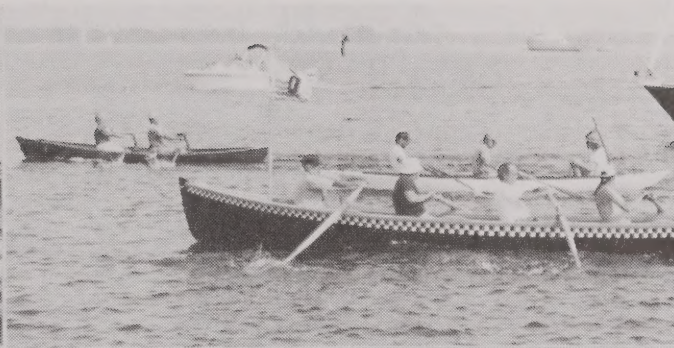
On the docks (clockwise from above): A taller than typical house on this beautiful catboat gave near standing headroom in the cuddy. A San Francisco Bay Pelican about to get underway. Part of the fleet assembled along one of the docks. Four versions of 1880's vintage decked sailing canoes were on hand, exotic and spectacular rigs to sail (and capsize too). Museum director John Valliant's log canoe is a Chesapeake classic. What's in a name? It's gotta be a Bolger design. *Allie Cat*, most recently built of a local catboat racing class started over 50 years ago.





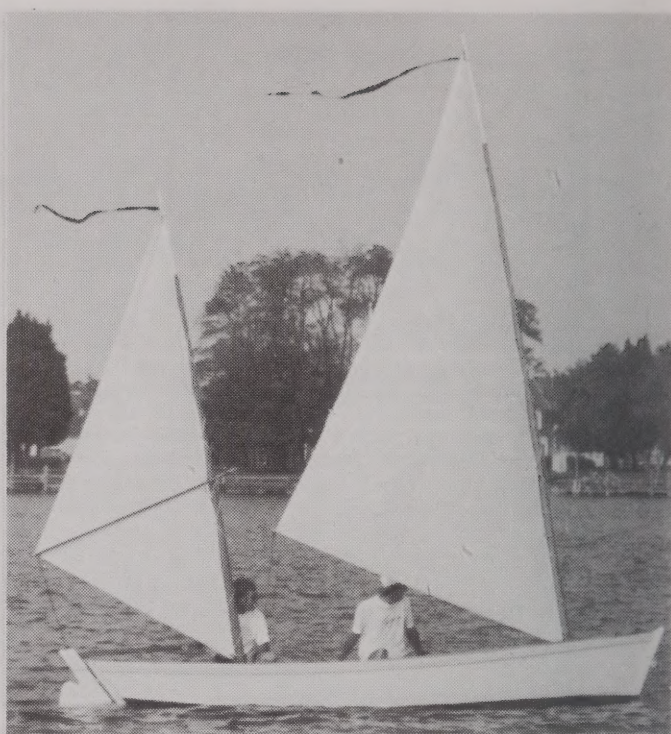
Big weekend for kids (clockwise from below): The kids' boatbuilding project was hugely popular, a few of the builders even posed for this formal graduation photo. This young man experimented with the clearance and balance of a Thomaston Galley. Young lady boatbuilder decorating her trimaran. Blair Sargent sets a blistering pace in the kids' paddling race. Other kids just went along for the ride. Danny Ball's *Project X*, a scaled down Draketail design built in one day of building insulation foamboard and fiberglass, was at first thought to perhaps be Fred Flintstone's boat, here he's checking on his model tri. Doug Grove built this kayak himself and raced it successfully in the kids' paddling race. The young lady nearby paddles one of those trendy Walden kayaks.



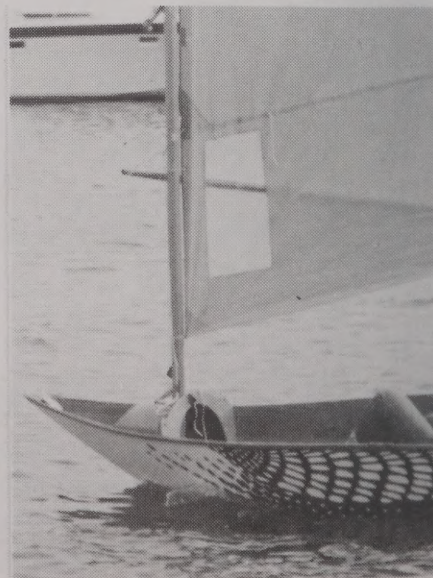


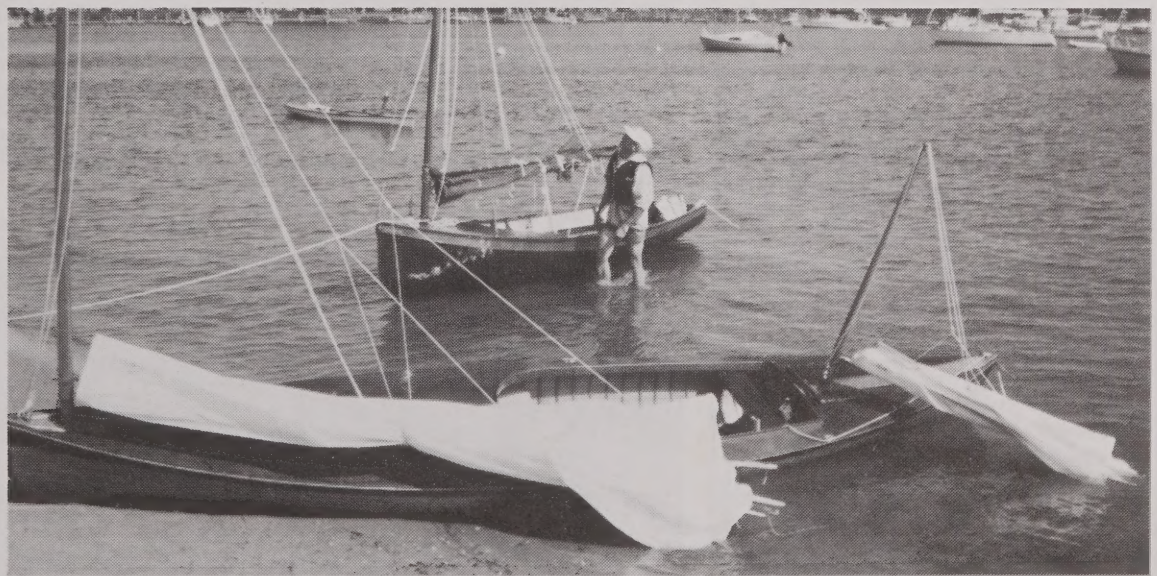
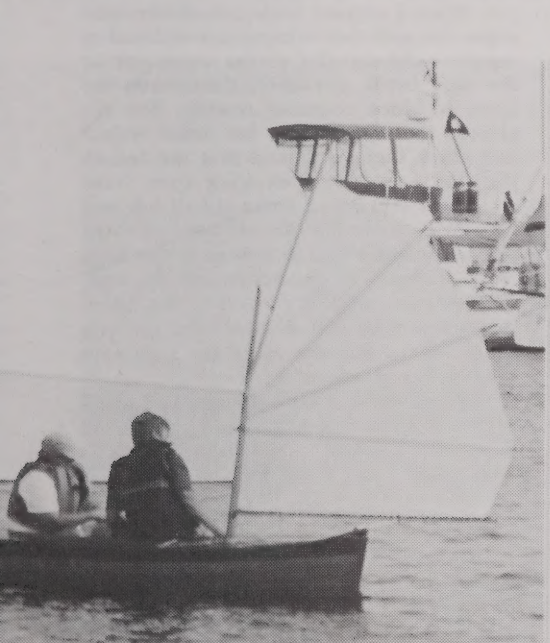
Racing action (clockwise from above): Pondering strategy. Women's race gets off to fast start, Liz Raisbeck on the outside in a St. Lawrence skiff took the win after Mary Brown in the Muskoka Lakes wherry got caught in a traffic tangle. The men's rowing field gets away. Multi-oar boats take off, already winners Mary Brown and Frank Durham in the Muskoka Lake wherry (rear) are ahead, nearby boat is New York's Floating the Apple entrant. The top sailers in a light air race. Bill Lane was first overall in *Allie Cat*, a design built by his grandfather's boatbuilding firm for some 50 years. John Valliant's log canoe came home second under a cloud of sail. The amazing Ahren Surgent in a Penguin dinghy placed third overall, and in fourth came Graham Byrnes in another dinghy, a Spindrift 10.





Sail, sail, everywhere (clockwise from above): Chesapeake crabbing skiff, nice Swampscott dory, Bill Clements' Nord Koster canoe yawl, a Caledonia yawl, a Princess sailing canoe and Tony Dias' Little Cat at the beach, John Thomson's Loonfeather, *Wild Rover* looking fast, John England's Delaware tuckup *Blackberry Seeds*, and in the middle at right, a decked sailing canoe ready to go.





"The Female of the Species"

By Henry Szostek

*"But when hunter meets with husbands,
each confirms the other's tale,*

*The female of the species is more deadly
than the male."*

*"Man, a beast in most relations, worm and
savage otherwise,*

*Man propounds negotiations, Man accepts
the compromise.*

*Very rarely will he squarely push the logic
of a fact*

*To its ultimate conclusion in unmitigated
act."*

Rudyard Kipling, *The Female of the Species*.

It was on the 10th of September, 1995 that I made my way up to Kittery Maine for the annual Gerrish Island Race, always a good time with many friends and acquaintances. I had done it now for around ten years or so. The race course is six miles, the first two and a half being in a ti-

A Pleasure to Be There

During September we had several nice low key "races" and small boat outings in our area. We attended several, and friend Henry Szostek took in another. Herewith are several short reports on how small boats in small events can bring us pleasure, and thrills too!

dal creek running through a salt marsh in back of Gerrish Island, which meets the sea at a place called Brave Boat Harbor. The course then runs down the seaward face of the island and into Kittery Harbor to Fishing Island where a clambake awaits.

This year the wind was strong offshore, which kept the chop down for most of the row, but the passage of Hurricane Luis between us and Bermuda was sending in heavy ocean swells and when I exited the marsh at Brave Boat Harbor I was witness to their marriage on the ledges about a half-mile offshore; the ceremony was spectacular.

The breaking combers rose out of the sea like living things, charging ashore with their tops blown back in a feathery veil of driven mist that dissolved onto fragments of rainbow dancing in the brilliant sunlight across the deep blue sea behind a rushing avalanche of snow white foam, while all along the rockbound shore their predecessors threw garlands of spray heavenward when surging sea met stubborn stone.

I surveyed this scene for a while and decided to take my lifejacket from its usual place under the bungee cord behind me at the end of the cockpit and fasten it securely around myself. I realized that this was a day to just make it to the finish line festivities intact and call that a victory. I then proceeded to row out to sea until all the big white foamy places were between me and the shore. I felt that this was the best course of action for me, and it proved to be so.

What I had absolutely not considered was going inside the ledges as some lunatic kayakers were doing. I saw some of them paying the price for their bravado as they overturned, others around them coming to their rescue. I considered going in to join the rescuers but felt that it would be my role to be rescued if I chose to do so.

The area close to the beach was a patchwork of blue ocean, brown rocks and white foam all seemingly equally repre-

sented, maybe a playground for white water kayakers but surely not for a sliding seat rowing boat, or so I thought until I reached the finish line and began reviewing the race with all the finishers.

Kinley Gregg, who was the overall winner with the fastest time, was in a sliding seat boat, an Alden Star. She had set fastest time by taking the shortest course, namely close to the beach and inside all the ledges, straight through the belly of the beast, daring the narrow gap between the roiling foam and the reaching rocks, slipping through with scarcely an oars length to spare.

I spoke with Dana Gaines after the race, he had been on a sit-on-top type kayak, or wave ski, and had been closest to Kinley during the race, following behind for a while, but further outside for most of the course. He said, when asked about her performance, that he thought many times that it would be the late Kinley Gregg, judging by her frequent disappearances beneath the boiling foam of the dying breakers in close proximity to the rocky shore. "Each time I thought she was gone she would pop up on a wave out of the foam and keep rowing."

When I queried Kinley about her technique she said that many times she had to lay the oarblades flat on the water and let the seas break over her, then when the foam subsided continue rowing. She explained that she was in her home waters and knew them well and that the ledges that the seas were breaking over were about four feet out of water at half tide and fifty to a hundred yards offshore so there was sufficient water to row in if you kept one oar almost on the beach and she said, "If you can handle the waves, you know that you will not break your boat, and you must believe that the rocks are a figment of your imagination."

When I asked her why she had taken such a perilous course she said, "I wanted to win the race and that's what it took to do it."

The irony of the day was that there was no prize for first overall finisher, just the title of victor, so I write this so that all who read this will know how that title was won.

*"When the early Jesuit fathers preached to
Hurons and Chocktaws,
They prayed to be delivered from the
vengeance of the squaws.*

*Twas the women not the warriors, turned
those stark enthusiasts pale.*

*For the female of the species is more
deadly than the male."*

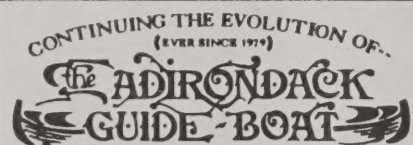
Rudyard Kipling, *The Female of the Species*.

In a quieter moment, Kinley Gregg at the Misery Island Race in her "old" Alden Ocean Shell.



ALDEN OCEAN SHELL & STAR
APPLEDORE POD
MAAS AERO & 24
TRINKA 8, 10 & 12 DINGHIES
EASTERN 18 COMMERCIAL OB
BRIDGES POINT 24
THULE RACKS
ROWING INSTRUCTION

55 Spicer Ave., Noank, CT 06340
(203) 536-6930



ELEGANT LITTLE YACHTS
IN WOOD AND GLASS
-AND ALL THAT GOES WITH THEM-



STEVE KAULBACK CHARLOTTE, VT 05445
802 425-3926



Ocean Shells, Stars, Martins, Parts
and Accessories, Rowing
Instruction, Custom Skiffs

SLEEPY HOLLOW ROWING

PO Box 1284 Dahlgren, VA 22485
703 663-3791

Henry's Misery Island Race

Henry Szostek has refined his annual Misery Island rowing/paddling race to close to an ultimate simplicity. His September 16th event based on Misery Island in Salem (Massachusetts) Sound attracted about a dozen boats, mostly kayaks these days, on a golden early fall day with a brisk breeze picking up from the south-east.

Everybody had to row or paddle out to the island from the launch site on West Beach. Once there nobody had to fill out an entry form. Henry explained the course once. Everybody started together on the firing of one of Henry's brass cannons, with the sliding seat rowing boats and multi-oared boats handicapped with an extra section around adjacent Little Misery Island. Nobody kept score. Awards, nice little oars Henry makes himself, were presented honor system. "Okay, who was first to finish?" Henry asked the group as they enjoyed the post race chowder he provides. And following this, inquiry as to who was first in each category.

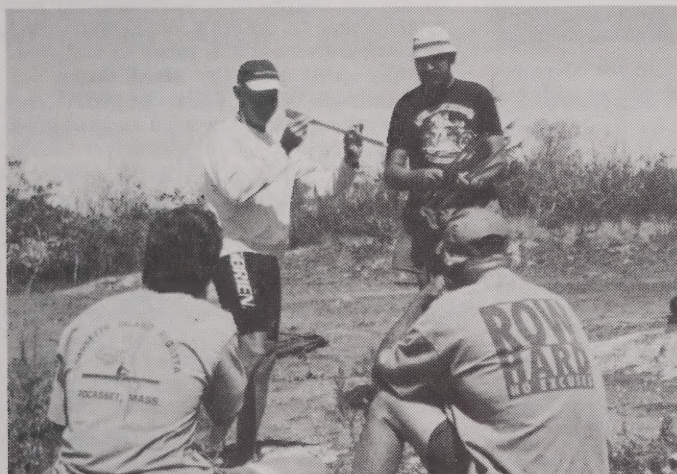
A good race over a 3-4 mile loop course run around the scenic island(s) and a major harbor channel marker a ways out, good chowder, good fellowship, nice day on the water, lovely location on a conservation trust's island.



The start, the kayaks and solo rowers head into the gut between Misery and Little Misery while the sliding seat and multi-oar boats head off around the outside.



Teamwork as Doug Scott's 18' Swampscott dory gets lugged off West Beach to the parking lot.



Overall winner Tom Mailhot shows off his "oarward", made by organizer Henry Szostek, standing by with a handful more. This is the sort of drive that brought Tom the overall win, paddling one of those hi-tech, hi-speed wave ski sit on top kayaks.

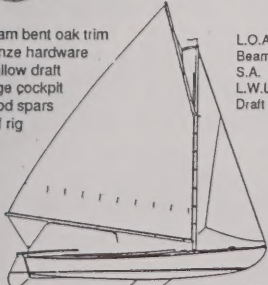




COMPASS CLASSIC YACHTS INC.
Box 143 • South Orleans • MA 02662 • (508) 255-5187

Steam bent oak trim
Bronze hardware
Shallow draft
Large cockpit
Wood spars
Gaff rig

L.O.A. 18' 0"
Beam 5' 6"
S.A. 145 ft.
L.W.L. 16' 0"
Draft 0' R"

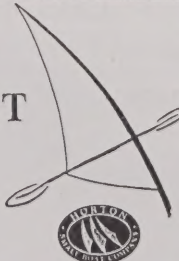


BAYBIRD
A 1918 Burgess and Chamberlain design
Now in fiberglass

**SOLID
COMFORT
BOATS**

Sailing Cruising Canoes
Sea Touring Kayaks
Anglers' Sampans

HUGH HORTON SMALL BOATS
29474 Old North River Road
Mt Clemens MI 48045
810 468-6456

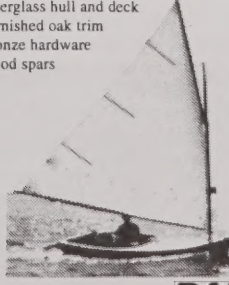




COMPASS CLASSIC YACHTS INC.
Box 143 • South Orleans • MA 02662
(508) 255-5187 • (508) 240-1032

Fiberglass hull and deck
Varnished oak trim
Bronze hardware
Wood spars

L.O.A. 12' 4"
Beam 6' 2"
S.A. 100 sq ft
Displ. 440 lbs



RAINBOW
Now in fiberglass
Ready to sail or complete it yourself component kits

Classic
Cape Cod
Catboat



Alan Jarvis didn't stray off course and came home first overall in his sliding seat rowboat.



Dan O'Reilly's Piscataqua River Wherry was far faster than Dan Noyes' and Joe Merrow's Banks dory but Dan followed Henry "up the creek" so Dan and Joe took top traditional doubles.



Yesterday and today. Traditional rowing dories on the Amesbury ramp with the nearby marina fleet as backdrop.



Not So Mighty Anymore

Back in our very first year, 1983, we took in the Mighty Merrimack Rowing Race on the river of that name in nearby Newburyport, Massachusetts. It was then an activity of the Custom House Museum in that town and continued to be so for a number of years.

Several years ago the Museum dropped out and today the much more modest affair is hosted by the Rings Island Rowing Club of Salisbury, a youth rowing group that has its own community owned clubhouse and river access nearby and owns several Banks dories.

The original event limited entry to traditional rowing craft. Eventually it was opened up to sliding seat boats and kayaks, and attracted as many as 100 competitors. This year the scant dozen entrants comprised all three categories, and with a strong following wind and outgoing tide covered the 4 mile downriver course briskly.

But, the leading cohort following Henry Szostek in his sliding seat *Unforgiving Minute* made a wrong turn up a side creek, not the one that had been specified in the course. When they reached its dead end without arriving at the channel marker turnaround to return to the main river, they knew something was wrong and had to back out through their own creek blockade. Meanwhile the backmarkers too far behind to be misled took over the lead and ended up winners.

Poor Henry, we took to calling him "Prince Henry the Navigator" for a while. But why did the rest just follow along? Well, all those little creeks kinda look the same. Postrace festivities included refreshments and awards at the Rings Island clubhouse.

Ring's Island Rowing Club has this nice converted old fire station for its very own clubhouse.



It might be the world's most expensive glue, and it is not easy to use.

Our glue is hard to mix. You've got to mix equal volumes of both components in one container and then pour it all into a second container and mix it all over again. Why? Because our chemist says so.

It costs twice as much as some of those inexpensive mail-order epoxies....and we can't do much about that because our chemist has very fancy tastes when it comes to the ingredients of the recipe.

On the other hand, it will glue teak, oak, any oily hardwood, as well as fir, pine, mahogany or any other wood as well as some metals, glass and plastics.....and it will absolutely, positively cure even in freezing weather.

Woodworkers who make works of art from exotic hardwoods use it, as do those people who make thousand-dollar pool cues.

Architects and boat owners use it because they, too, know that the cost of the glue is a very small part of the cost of the whole job, and the labor to scrape it all off and do it over is a cost they never want to see.

If you want some, we will sell you some. We call it All Wood Glue™.

A twelve-ounce kit costs twenty-five dollars delivered (prepaid), thirty if C. O. D.

Literature is free, and we have other products that behave in cold weather.

SMITH & CO.
Industrial and Marine
Synthetic Resins and Specialties
5100 Channel Avenue
Richmond CA 94804

1-510-237-6842

1-800-234-0330



CLIPPER 15 & 18

* Stable & Easy to Sail * Folds Quickly for Trailering * Available as a Kit or Finished * Kits Preamsembled to Test Fit Every Piece *

* Affordable: Complete Kits \$3,200-\$5,250.

Video & Study Pack \$20 - Catalog \$5 - VISA/MC - 802-524-9645

SHELL BOATS, R.D.2 BOX 289c, St. Albans, VT 05478

Interested in traditional small boats?

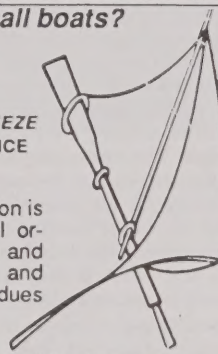
JOIN TSCA!

MEMBERSHIP INCLUDES:

- A SUBSCRIPTION TO *THE ASH BREEZE*
- MEMBERS' DISCOUNT BOOK SERVICE
- INSURED SMALL CRAFT EVENTS

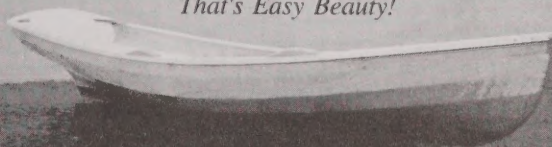
The Traditional Small Craft Association is a non-profit tax-exempt educational organization which seeks to preserve and encourage the design, construction, and use of traditional small craft. Annual dues \$15 (Tax Deductible)

Write to: The Secretary
The Traditional Small Craft Association
P. O. Box 350, Mystic, CT 06355



EASY BEAUTY

*The world's most complex multi-chine kit boat.
She can be "stitched" together in 15 hours.
That's Easy Beauty!*



Ultra-light 14', 95 lbs., 6-chine rowing skiff, our Wineglass Wherry is the ultimate in computer-produced kit technology.

Send \$2 for information packet to:

PYGMY BOAT CO.

P.O. Box 1529 * Dept 2 * Port Townsend, WA 98368 * (360) 385-6143

HULL COUPLING SYSTEMS

- Join any 2 or more canoes, make them *tip-proof*, easier to paddle.
- *Stable* for motor cruising. *Stand up* safely for photography, fishing.
- Couple or uncouple in *seconds* with canoes afloat, without tools.

SOLO PORTAGING WHEELS

- *Real wheels!* Not a dolly! No straps! Nothing under the canoe!
- Cannot slip or chafe the hull. On or off in seconds, without tools.
- Invert canoe for *roomy* shelter! *Launch on wheels, in salt water!*
- No scraping of the canoe launching or landing on gravel beaches.
- Strong, light, *beautiful golden finished White Ash* wood & steel.

By far, the best performance and quality you can buy!

Call: (617)544-0105 or 1-800-309-0105

CataCanoe Inc. 711 First Parish Road, Scituate, MA 02066-3123



Trimarans...Sail Fast, Sail Flat

Part 1: We had opportunity to observe the Chesapeake Light Craft trimaran conversion for sea kayaks in action at the Mid-Atlantic Small Craft Festival in St. Michaels, Maryland, so elected to start off this ongoing series with this report on this budget way to get into trimarans.

Sea kayaks have been refined as paddle-driven craft for millennia, so I came into the idea of sailing kayaks slightly dubious. As Phil Bolger observed, it seems a reflex action among tinkerers to equip easily driven hulls with sails, even if the resulting creation is tender, difficult to maneuver, and cluttered with the sailing paraphernalia. While epic voyages have been recorded in which sail-equipped kayaks have made impressive runs (across whole oceans, in fact), most sailing kayaks have small, easily packed rigs optimized for downwind work.

I got to know Chris Kulczycki of Chesapeake Light Craft while he was developing his own variation on the sailing kayak theme. Chris had done a lot of sailing in an old Klepper, and had concluded that kayak sailing performance could be expanded. The venerable Klepper's gunter-sloop rig drives the beamy folding kayak respectably on all points. However, a rig like that in a hull less than three feet wide requires gymnastics to keep upright in a breeze, and while it may feel fast, the actual speed is pretty average.

Adding outriggers to make a kayak-trimaran is a logical next step, leading Chris to Balogh Sail Design in North Carolina, where Mark Balogh has devised an ingeniously collapsible system with inflatable floats. The B.S.D. rigs are a great success, but the cost per unit is out of line with what Chesapeake Light Craft's legions of home builders are used to paying. Acknowledging the demands of the tinkerers, Chris went to the drawing board and developed an easily-built system of cross-beams and floats that could be quickly bolted to a kayak.

To gain simplicity, the Chesapeake Light Craft SailRig doesn't fold into tiny pieces or have complex hinges. While this means that the components have to share the roof rack with the kayak, the advantage is that the CLC rig is optimized for sailing, not

The Chesapeake Light Craft SailRig

By John C. Harris

for being folded into a duffel bag. The result is a surprisingly efficient, and strikingly fast, sailing machine that has entirely revised my thinking about kayaks as sailboats.

The CLC SailRig, a drop-on unit intended to fit a wide range of kayaks and canoes, weighs about 35 pounds. The outer hulls of the trimaran, properly called "amas", are eight feet long and constructed of "tortured" 3mm plywood. The cross-beams, or "akas," are curvaceous laminations of Douglas fir. Four simple aluminum brackets fasten the ten-foot akas to the rails of the kayak; the mast is stepped through a partner on the forward aka, through a hole in the deck, and into a small block bonded to the keel. The structure as a whole is very solid for its weight, with just the right amount of flex underway. The racy-looking 35-square-foot sail used for the tests is full-battened and narrow in chord, purchased off-the-shelf from Balogh Sail Designs.

On a cool May evening Chris and I mounted the prototype CLC SailRig onto a stock Cape Charles 18 and launched on Spa Creek in Annapolis. As a benchmark, we had brought along a CLC Patuxent 17.5 outfitted with the proven Balogh Sail Design rig.

The light breeze was fading and on our nose as we short-tacked the two boats towards Eastport and the Naval Academy. I was surprised to find the Cape Charles

tacking through 90 degrees and making knots to windward. It was quickly obvious that the 85-pound trimaran shares with her multihull cousins the tendency to tack slowly in light air, sometimes even needing a stroke with a paddle to push her nose through if she didn't have enough way on. However, with the narrow chord sail carefully trimmed, the single leeboard would bite in and she would accelerate decisively out of a tack.

A better test of the SailRig came when CLC was invited to a rally of small trimarans sponsored by *Sail* magazine (an article will appear in February '96). Sailed hard throughout a day of 10-20 knot breezes, the SailRig-equipped Cape Charles proved to be a well-rounded performer, not burying her amas or sharp kayak snout in the chop when pressed hard, as I'd feared. More wind made tacks more reliable, although I still had to be careful with the rudder to avoid falling into irons.

While I had tried a variety of catamarans in the past, I'd never sailed a tri, and even on this small scale the difference is radical. In a catamaran, the windward hull lifts from the water in a puff and the whole boat teeters nervously short of a capsize. (This can be exhilarating or terrifying, depending on the size of the boat and temperature of the water.) The sensation of the trimaran's leeward hull propping you up in a gust, and the boat accelerating instead of heeling, is a whole new experience.

The small sail and comfortable cockpit of a kayak are marked advantages. At speed, these kayak-trimarans require little effort from the skipper. There is one sheet, and steering is with a conventional kayak rudder via foot pedals. With no tendency to heel no hiking is necessary, so the skipper has little to do but enjoy the ride. The effect is magical; comfortably reclined in the close-fitting cockpit, the craft seems to have more in common with a sports car than a sailboat.

Given the convincing all-around performance of the CLC SailRig, I would be tempted to try beach cruising in a sailing kayak. With ten knots or so of breeze, you could easily outpace a paddler. The downside of the CLC SailRig's solid feel and sharp performance is that the sailor has to make a decision on the beach whether the day will be spent sailing or paddling. While it's easy to strike the sail on the water, the kayak and SailRig need to be brought ashore for disassembly. Care was taken to leave ample room for paddling with the akas and amas in place, albeit with a slightly shorter stroke. Because the amas are balanced to clear the water when the hull is at rest, there is little drag while paddling. I once paddled the SailRig-equipped Cape Charles over a mile when the wind perished, and I felt like I could have gone a lot further without much difficulty.

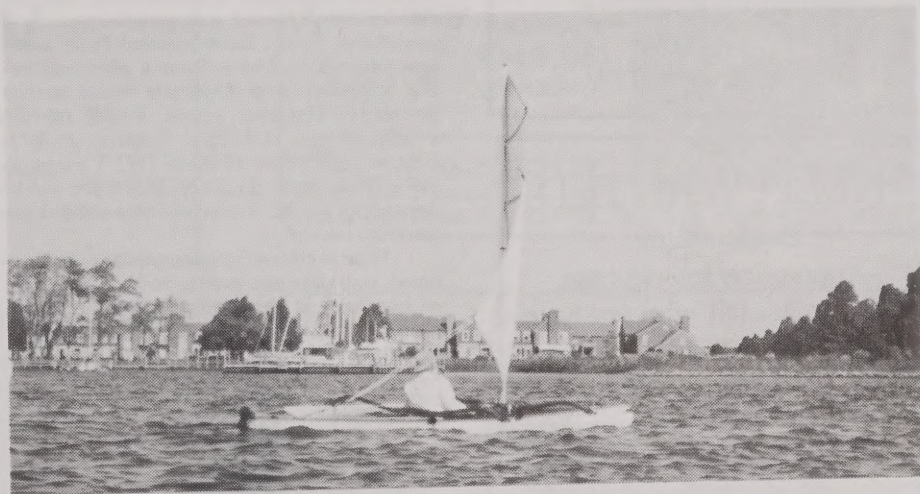
Plans for the Chesapeake Light Craft SailRig, including ama and aka layout, patterns for the leeboard and mounting brackets, and suggested sail plans are available from Chesapeake Light Craft, 1805 George Ave., Annapolis MD 21401, (410) 267-0137





Zell Steever gave the CLC tri a workout at the Mid Atlantic Small Craft Festival, in about a 12-15 knot breeze. He was all smiles except when the rig wouldn't tack through the wind and he had to get out the paddle to push the bow around. The BSD fully battened sail also had some problems with that top batten failing to pop over on the new tack to provide the airfoil shape (see top right photo) and that top batten cannot be reached with the paddle to bang it over.

Writer Harris' elegant pencil sketches of the CLC tri evoke some of the ease and zest of sailing flat and fast, and the swoopy seabird lines of the rig lend a further aura of lightness and speed to the design. All this is so easy to have and so inexpensive too with CLC plans or kit.



A Traditionalist's Projects

By Joseph Anthony

It never ceases to amaze me to see just how much original material that you print in *Messing About in Boats*. Some of the boats pictured and the subjects of articles may be somewhat "offbeat" to a traditionalist like myself, but to each his own.



Largest Selection of Canoes in New England
Nearly 500 on display

OLD TOWN - ALUMACRAFT
ALLAGASH - RADISON
MERRIMACK - MANSFIELD
Prices like the good old days

FERNALD'S

Rt. 1A, Newbury, MA 0-1951
(508) 465-0312

HELP WANTED

Boatbuilding

Apprentice/Journeyman

With resume tell what you have
built and what tools you own.
Box 538 N. Falmouth Ma. 02556

What You Are Building

My first boat was a Moth which I built when I was 16 years old. I used white oak for the frames, western cedar for planking and Sitka spruce for spars. Total cost was \$72. The sail was sewn on my mother's sewing machine and was of white drill cloth.

I studied naval architecture and designed a few boats, but became a marine engineer for the Navy. When time was available I carved half-models of historic sailing ships, mostly east coast fishermen. There are somewhat in excess of 30 of these now scattered amongst relatives and friends.

In more recent years I have designed and built three dinghies, one canoe, two aircraft and restored a canoe and an Old Town duckboat. Some of this has been stitch and glue and cedar strip.

One of my recent projects was building an 18' cedar strip canoe from lines taken off an old White. It weighed 45lbs, covered with 4oz Dynel acrylic fabric. I wanted to reduce that weight by using 3mm plywood lapstrake construction but the cost of the plywood was prohibitive.

Since then I have learned from amateur aircraft builders about a plywood being imported from Australia which merits attention. Exterior grade 4'x 8' sheets available in 1.5mm, 3.0mm (1/8"), 6.0mm (1/4") and 12.0mm (1/2") range in price from about \$1.50 to \$2.75 per sq. ft. depending on thickness and discounted for quantity lots.

This plywood is beautifully manufactured, no voids nor inserts and a maximum of one joint in the face ply. It is imported by Riteco Supply, Inc., 12999 FM 529, Houston, TX 77041. They have dealers in CA, NJ, IN, OH and NY.

Upper Chesapeake Baymen Boatbuilding Program 1995-1996

By Uncle Gabe

Last year we launched two 10' Optimist Prams for the Glenmar small boat fleet. John Laudadio's Swampscott dory, only his second traditional boat, shows exactly what results determined effort and attention to detail will yield. Despite many setbacks, Ron Pilling completed the restoration of a 17' Old Town OTCA canoe.

Other boats of note were a 16' stitch and glue skiff which will be completed this year, a geodesic canoe and the rebuilding of my own Chesapeake sharpie. Regrettably, the sharpie recently broke its mooring at Rocky Point and was battered badly during a strong nor'easter.

Of particular interest to our members should be our accumulation of stationary power tools. Our shop now includes a cabinetmaker's 10" table saw, a bandsaw, planer and jointer, 8" radial arm saw, a stationary grinder and numerous bench tools.

I'm pleased to announce that registration is now open for this year's building season. This year's program will again feature independent restoration/building projects. The Optimist pram, the largest one-design class in the world, can be built with several experienced Opti builders on hand.

Ed Gera, an architectural model maker, is introducing a new model skipjack project. His plans yield a 36" finished boat for display or radio-controlled operation. Made of 1/8" aircraft plywood, and planked over moulds like the real thing, it is a low-cost project. After seeing the boat, I'm thinking that I have to have one, and am thinking of a place to put it.

Also, I have a couple of "project boats" at Rocky Point, including a 12' Banks dory, a 14' Snipe, a 19' Lightning and a 28' E Class scow. If that's not enough to keep you busy (all are in various "as is" stages) I'm sure I could find some more.

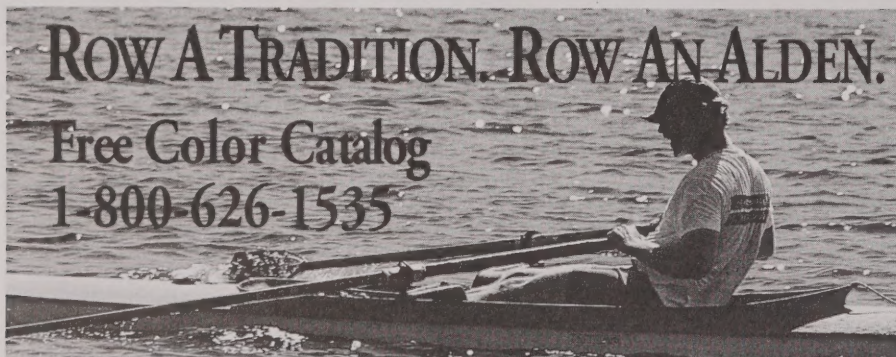
Finally, I've been kicking around an idea about putting another large bay boat on the Chesapeake, and perhaps making some money for our program. There is a new state park under construction at Hawks Cove, "Hart and Miller Islands State Park", a large and ecologically interesting park on the two islands across a mile of water from our shop. Baltimore County would like to find ways to make our facility more profitable (yup, money rears its ugly head again), and this new park will of course be accessible by water only.

How about a large excursion boat that will take people out for day trips, dropping them off and picking them up on a regular schedule? I'm thinking about a craft with some historical precedent, a scow skipjack with leeboards. If anyone is interested in participating in its creation, call us.

(For more information about our fall-winter boatbuilding program, call Bill Doyle at (410) 560-2587, Ron Pilling at (410) 566-7755, or Kevin Brennan at (410) 254-7957.

ROW A TRADITION. ROW AN ALDEN.

Free Color Catalog
1-800-626-1535

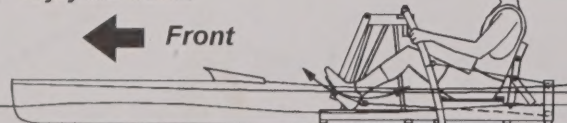


Alden Ocean Shells

Open Water Rowing Experts For Over 20 Years • P.O. Box 368G • Eliot, ME 03903

Condition your body,
experience the power,
enjoy the view...

← Front



Thrust →

with one of the most versatile and
advanced propulsion systems ever built.

Try Frontrowing

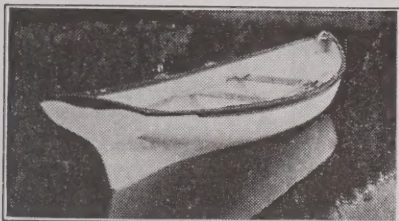
Designed by Ron Rantilla,
available from:

FRS

617-769-0590

Frontrow Rowing Systems
61 Endicott Street,
Building 26, Dept MAB
Norwood, MA 02062-3006

The most elegant way to see and
be seen on the waterfront.



BOATWORKS LTD.

284 Bunganuc Rd. • Brunswick, ME 04011
207-729-4980



Adirondack Wherry



ADIRONDACK ROWING
306 Lake George Ave.
Ticonderoga, NY 12883
(518) 585-7870



Solid Spruce - Ash Oars from 5' to 16'

Spoon-Blade-Oval Shaft oars 7'6" - 8' - 8'6" - 9' - 9'6" - 9'9"

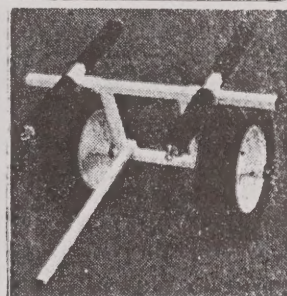
FREE WATER POWER PRODUCTS BROCHURE

RR 1, LaHave, Lunenburg Co., Nova Scotia, B0R 1C0
PH: (902) 688-2351

All Terrain Boat Dolly

- Try it free for 30 days
- 16" Balloon Tires
- Narrow Track
- Super Sturdy
- Guaranteed
- Packs Flat
- Built to Last

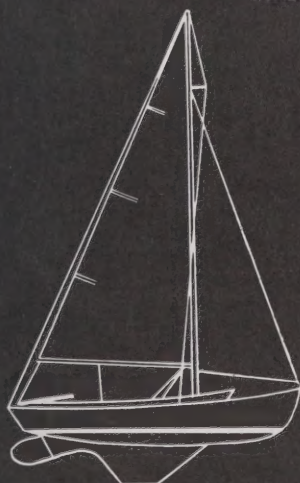
MC/Visa
\$149.95
Plus S&H



Call
for
info **1-800-466-3131**

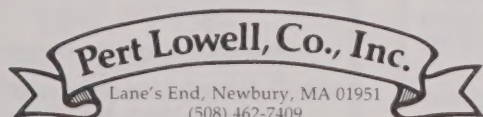
A & B Industries, Inc. 9233 N. 12th Ave. Phoenix, Az. 85021

FLEET-O-WING



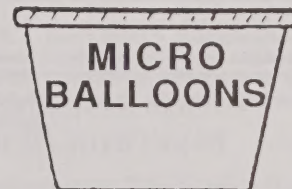
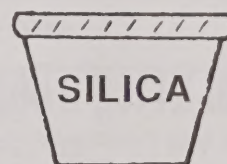
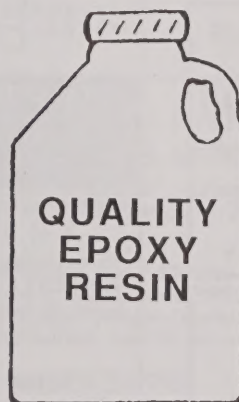
This graceful 18' keel knockabout was designed for
us by Sparkman & Stephens in the 1930's. As sturdy
as they come, she also enjoys a good run, and is
roomy enough for 6 to picnic in.

Send for our brochure.



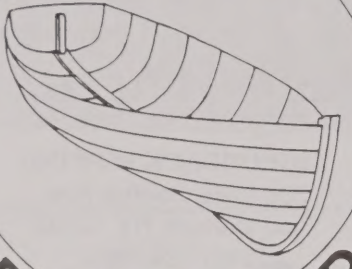
Lane's End, Newbury, MA 01951
(508) 462-7409

Custom wooden boats; mast hoops; authentic nautical furnishings.



DISCOUNT EPOXY RESINS & FILLERS. Tired of paying high prices for big name epoxies? We buy in bulk from a major chemical corporation preformulated low-viscosity epoxy resins and hardeners that are excellent for boatbuilding and fiberglassing. Just \$89 for 3 gallons and cheaper for larger quantities. We also have the best prices on fiberglass cloth. Send \$5 for an epoxy sample kit, product description and a detailed information package on how to use epoxy. **RAKA Cruising, Inc.,** 5098 Conklin Dr., Delray Beach, FL 33484. For information call (407) 496-7051 after 6pm, 7 days a week.

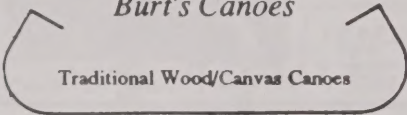
**SOUTH COVE
BOAT SHOP**



TRADITIONAL WOODEN BOATBUILDING
REPAIRS AND RESTORATIONS

ROB BARKER
615 MOYERS LANE, EASTON, PA 18042
PHONE/FAX (215) 253-9210

Burt's Canoes



Traditional Wood/Canvas Canoes

BURT LIBBY Rt. 1, Box 1090
(207) 268-4802 Litchfield, ME 04350

607-547-2658

Tom Krieg's Boat Shop
(At 6 Mile Point On West Lake Road)
PO BOX 1007
COOPERSTOWN, NY 13326

Woodenboat Restoration / Rigging

**CHRIS STICKNEY
BOATBUILDER**

- Wooden Boat Restoration & Repair
- New construction

Box 146, St. George, ME 04857
(207) 372-8543

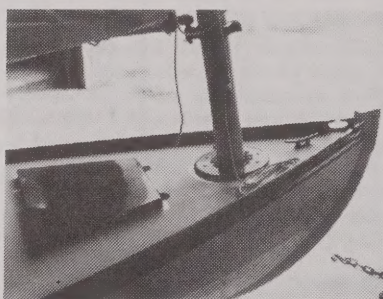


10'6"x3'10" LAPSTRAKE YACHT
TENDER
Designed circa 1890
Cedar planking on oak frames
Hackmatack knees & hard pine thwarts
Copper & bronze fastenings
Two rowing stations
Weight 75 lbs. - capacity 500 lbs.

Builders

O'CONNELL'S

NEW BOAT CONSTRUCTION
WOODEN BOAT REPAIR
VENEER OVERLAYS
SPAR CONSTRUCTION



*Dedicated to the
Creation and Preservation of
Vintage Wooden Watercraft,
on the eastern shore of the
Chesapeake Bay.*

O'CONNELL'S WOODEN BOATS
303 Cannon Street
Chestertown, Maryland 21620
(410) 778-3213 FAX (410) 810-0756

VICTORY BOAT CO.
Using today's proven technologies with
yesterday's classic designs, we will
build the boat that will meet your needs.
16' Swampscott Dory - \$1,500
18' Rangeley
\$1,000 Fiberglass - \$2,000 Wood
We have used boats and take trade-ins.
RR #2, Warwick Rd. Athol, MA 01331
(508) 249-2121 - (617) 933-2146

Feather Canoes



We specialize in building, and teaching how to
build, a cedar strip version of Rushton's "Wee
Lassie" Canoe. This lightweight double paddle
canoe is available in two versions. A sample
copy of our newsletter and info is free. Full size
patterns are \$15.

MAC MC CARTHY
1705 Andrea Pl. Sarasota, FL 34235
(813) 953-7660(H) - (813) 355-6736 (S)

**SUTHERLAND
BOAT & COACH**
4th Generation Boat Builder
Builds & Restores:
wooden sail/row boats, motor
launches & "woodie" station wagons



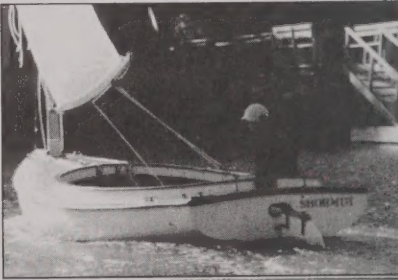
416-1/2 W. Lake Rd.
Hammondsport, NY 14840-9603
(607) 868-3993

CBW

CLUBHOUSE BOATWORKS
217 S. River Clubhouse Rd.
Harwood, Maryland 20776
(410) 798-5356

BEAUTIFUL CUSTOM WOOD skiffs,
prams, lapstrakes, and rowing boats.
Dinghy repair and restoration, inlays,
line splicing, varnishing, woodworking,
and model building.

AREY'S POND
Cape Cod's
Sailing Headquarters &
Wooden Boat Center
• Established 1945 •



• AREY'S POND BOAT YARD •
APBY 12-14' CAT BOATS

- Sailing Instruction
- Hauling and Storage
- Boat Brokerage
- Mooring Rentals
- Boat Building Classes
- Rhodes 19 & Mariner Dealer
- ARNO DAY SKIFFS

P.O. Box 222
43 Arey's Lane, off Route 28
South Orleans, MA 02662
(508) 255-0994



Wooden Boats for Sail, Oar & Power

Fine Restoration

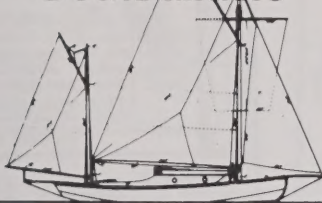
NORTH RIVER BOATWORKS



6B Elm Street
Albany, NY 12202
518-434-4414

North River Sailing Skiff
Send \$4 For Information

Hadden & Stevens Boatbuilders



Specialists in Wooden Boat Construction & Repair

HCR 32, Box 301, Small Pt., ME 04567 (207) 389-1794/737-4143

PARKER RIVER BOAT WORKS



21 Newman Rd, Newbury, MA 01951
NEW CONSTRUCTION and REPAIRS

Douglas Scott

508-465-4095



We build traditional rowing,
sailing or power skiffs and
dories, wooden kayaks and
other designs as per customer
demand.

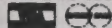


Designs by Platt Monfort

- STUDY PLANS BOOK \$5.95
Large Scale Lines Drawings
- INSTRUCTIONAL VIDEO \$19.95
70 Minutes Of Latest Techniques

Monfort Associates

RR 2 Box 416MA Wiscasset, ME 04578



(207) 882-5504

Distinctive Kayak Designs for Strip-Building

Unique performance kayak plans for home-builders



As seen in October "Sea Kayaker"
Full Sized Plans \$35

Study drawings for others \$2

Nick Schade, 104 S. Second Ave, Taftville, CT, 06380
(203) 887-5847



ROAR 2

14' x 4' x 75lb

Jigless Taped Seam

\$15 Plans - \$1 Info on 16 Boats

JIM MICHALAK

118 E. Randall, Lebanon, IL 62254

Designs - Plans

WESTON FARMER

BUILDING PLANS & ARTICLE REPRINTS

BUILD A WESTON FARMER CLASSIC DESIGN. 15 plans available for the amateur boatbuilder from 10' launch IRREDUCIBLE to famous 32' blue-water ketch TAHITIANA. Send \$2 for catalog defining specs, plans, contents, prices, etc.

READ & ENJOY A WESTON FARMER BOAT STORY. We have 20 article reprints on small boat designs written through the years by E. Weston Farmer, N.A., considered by many to have been one of the outstanding marine writers of all time. Delightful reading for only \$1 per page. All articles include line drawings, offsets, etc. that you can use. Send \$2 for catalog listing

WESTON FARMER ASSOCIATES

18970 AZURE ROAD, WAYZATA, MN 55391

(612) 473-2360

Save Time, Save Money

with the Best Boat Plans Available. . . .

There are lots of boat plans available—but ours are the best value. Many potential builders are turned off when they see what is available from our competitors. It's not that they aren't good plans, but you have to be a professional boatbuilder to use them. Ask these questions before buying a set of boat plans:

Do the plans require lofting? Ours don't. We supply patterns with every set.

Do the sellers know the plans they are selling, or are they *brokers*? We know our plans; we designed them all.

Do they offer help if you have a problem? We do. We answer questions every day by phone and letter.

More people *build* boats from GLEN-L plans, patterns, and kits than from any other source. We take pride in our product, we are not selling our persona, we are selling a product that you can work with, at a price that you can afford.

SEND \$5 TODAY for our 168 page BOOK of BOAT DESIGNS with FREE boatbuilding supplies catalog.

GLEN-L marine designs 9152 Rosecrans,
Box 1804/AMS, Bellflower CA 90706-2138
PT. 310/630 6258 FAX 310/630 6280

Rowing Restoreth the Soul



Restore your soul with a boat you built yourself! The Cosine Wherry is just that boat. Designed with the amateur builder in mind, she weighs just 95 pounds at 14' and rows like a dream.

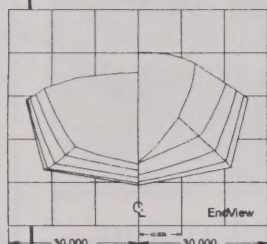
Complete builder's package available
\$1,451 plus freight.

Call or write for free information.
(800) 228-4691

flounder bay boat lumber

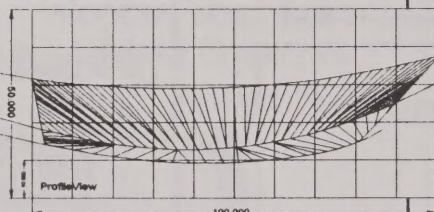
1019 3rd St., Dept. M, Anacortes, WA 98221

Hard-Chine Boat Design with EasyCAD



BtDzn

- draw hull curves
- rule panel surfaces
- expand flat panels
- project stations, waterlines, x-sections to all views
- output offset tables, hydrostatics, plate angles, 3D
- within CAD for simplicity and for doing further design



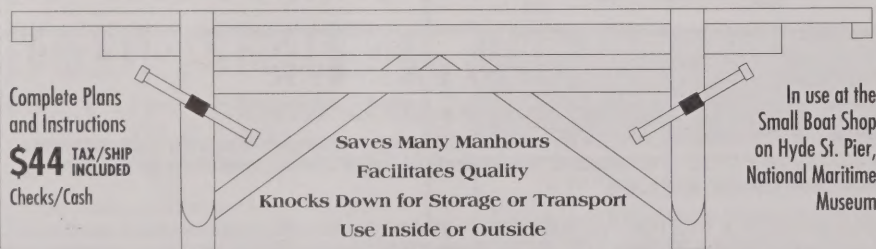
BtDzn works within EasyCAD to help you design hulls for sheet materials such as plywood, steel, or aluminum. Create multiple panels then generate 'ruling lines' to define panel surfaces. Test 'developability', then un-spring panels to accurate flat shapes.

BtDzn + EasyCAD.....\$179
BtDzn + introEasyCAD...\$119
BtDzn only.....\$75
(req 286+ EGA+PC - incl \$8 S&H)

t. Hall Small Boats
5520 Lockridge Road
Durham NC 27705-8006
919 967-2389 for INFO

PLANKING BENCH, Plan #51

Extremely useful for working long members including keels, keelsons, shoes, skegs, planks, strips, clamps, wales, risers, strokes, carlings, ceilings, coamings, spars, oars, and paddles.



Complete Plans
and Instructions
\$44 TAX/SHIP
INCLUDED
Checks/Cash

Saves Many Manhours
Facilitates Quality

Knocks Down for Storage or Transport
Use Inside or Outside

In use at the
Small Boat Shop
on Hyde St. Pier,
National Maritime
Museum

C.S.Kraft Shipbuilding & Drydock Co.

448 Throckmorton • Mill Valley, CA 94941 • 415-388-5969

PLANS ACCOMMODATE ANY LENGTH BENCH

THE SIMMONS

Sea-Skiff

Classics of the North Carolina coast
from the sounds to the Gulf Stream.

Outstandingly seaworthy, 30 mph with low power, light, simple (flat laps, straight planks) plywood lapstrake construction. Detailed plans and directions; no lofting.

Information packet - \$1



Sea-Skiff 18
pictured
• 17'1" x 5'7"
• 5" draft
• 20-40 HP
• Plans - \$30 US

Sea-Skiff 20
twice the size
• 19'4" x 7'6"
• 10" draft
• 50-70 HP
• Plans - \$45 US

Sea-Skiff 22
20% bigger than the 20
• 21'6" x 8'3"
• 12" draft
• 70-90 HP
• cabin versions sketched
• Plans - \$45 US



Cape Fear Museum Associates • 814 Market St. • Wilmington, NC 28401 • 910-341-4350

Plans for Canoes, Seakayaks, and
Historic Decked Canoes.

Or, Sail your Canoe!

Send \$1 for Info to:

Island Canoe
3556-M West Blakely Ave.
Bainbridge Island, WA 98110



Capt. Pete Culler's Plans

GEORGE B. KELLEY
20 LOOKOUT LANE
HYANNIS, MASS 02601
TEL. (508) 775-2679

One hundred and one traditional designs
from a 9-foot pram to a 125-foot Tern
schooner. Send \$1 for price list.

SWAMP YANKEE BOATS

I specialize in building just
one boat, with today's technologies.
A stitch & glue version of Rushton's
"Wee Lassie" double paddle canoe
Loa= 11' Beam= 28" weight= 25 lbs
Plans available at \$15.00

Robert W. Sparks

36 Soundview Hgts.
Branford, CT
06405

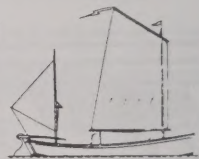
(203) 488-5932

OYSTERCATCHER

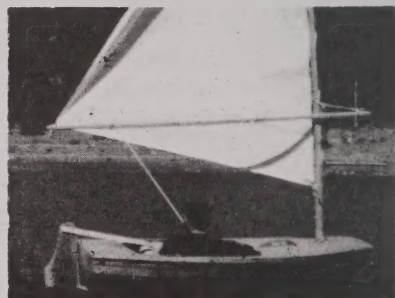
15'6" Flatiron Skiff
for daysailing &
camping. Plans for
home building:
Easy construction
from sheet ply

without jigs or lofting. Roomy & versa-
tile, with various possibilities for sail-
ing rigs. Free study plans.

CONRAD NATZIO, The Old School,
Brundish Rd., Raveningham
Norwich NR14 6QB, United Kingdom
Phone +44 1508 548675



WEE PUNKIN



"Wee Punkin" has traditional good looks, is fun to build from inexpensive materials, and her performance will delight you. Innovative foam core deck and ample flotation make her extra safe and comfortable. She is ideal for children if they can get her away from dad. Truly a breakthrough in small boat design. Hit of the Port Townsend Wooden Boat Festival. No lofting. Plans with full size station patterns and detailed instructions. \$36. SASE for more info.

GRAND MESA BOATWORKS
Rt. 1, Box 75, Collbran, CO 81624

Wood Canoe Hardware



CANOE HARDWARE: 1/2", 11/16", 7/8" canoe tacks; 3/8" oval brass stem bands; clenching irons; 3/16" bronze carriage bolts; canoe plans; clear white cedar. Price list available. NORTHWOODS CANOE SHOP, RFD #3, Box 118-2A, Dover-Foxcroft, ME 04426.

Small Craft Sails

GAFF, GUNTER, LUG, SPRIT, ETC.
AERODYNAMIC DESIGNS IN WHITE,
TANBARK OR EGYPTIAN DACRON

DABBLER SAILS, P.O. Box 235
RT. 1020, WILCOMICO CHURCH, VA 22579
PHONE OR FAX: (804) 580-0723



RED/WHITE CEDAR STRIPS



1/4" x 3/4" Cove & Bead
Top Quality Clear
8, 10 & 12 Ft. Lengths
Canoe Kits

the NEWFOUND
WOODWORKS inc.
(603) 744-6872

RFD #2 Box 850 · Bristol, NH 03222



Traditional Hand Finished Sails
Sail Repair ★ Canvas Work
Wire and Rope Splicing

(410) 639-2646

P.O. Box 546 Rock Hall, MD 21661

GAMBELL & HUNTER SAILMAKERS

Cotton and Dacron Sails
STANDING AND RUNNING RIGGING

(207) 236-3561

16 Limerock Street, Camden,
Maine 04843

Supplies

ATLANTIC WHITE CEDAR

Flitches 4/4, 5/4, 6/4 thick to 16' long. Some other sizes and grades available. Limited quantity, all rough sawn. Call or write for info.

J.D. ENGLAND CO.

HCR Box 337, Urbanna, VA 23175
(804) 758-2721

CUT COPPER CLENCH NAILS

We have the old Atlas Co. machines. Pure hard drawn copper. Just the thing for lapstrake canoes, skiffs, dories. 3 diameters, 1/16", 3/32", 1/8". 10 sizes, 3/4" - 1-1/4".

Send \$1 for sample packet and info.
STRAWBERRY BANK, INC.

P.O. Box 300 MB, Portsmouth, NH 03802



Orr's Island Boat Works
AUTHORIZED
DEALER
9-170 HP DIESELS

FULL PARTS INVENTORY
EXPERT TECHNICAL ASSISTANCE

Rt. 24, Box 731 Orr's Island, ME 04066
1 (800) 339-6777 (207) 833-5852

PADDLES & OARS



Maine Craftsmanship at it's finest. Surprisingly affordable. Most shipped UPS. Write for free catalog.

SHAW & TENNEY
BOX 213MB
ORONO, ME 04473
(207) 866-4867

OKOUME • SAPELE • TEAK

TEAK & HOLLY • LAUAN

SIPO • KHAYA • FIR

MARINE PLYWOOD

Hardwood Plywood
Hardwood Lumber

1 (800) 899-1664

We Ship Anywhere!



MAINE COAST
LUMBER

35 Birch Hill Road
York, ME 03909

FLYING COLORS LTD.

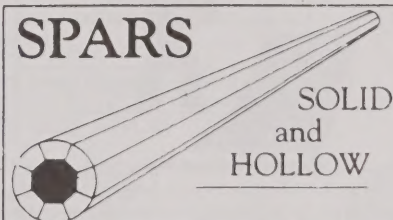
THE FLAG SHOP ON THAMES ST.



FLAGS • BANNERS • WINDSOCKS

FOR YOUR BOAT - BUSINESS - HOME
OPEN MON-SAT 10-5 (401) 846-0418
468 THAMES ST., NEWPORT, RI 02840

SPARS



D.P. Cooper Boat Building Inc.
RR1 Box 267
Hartland, Vermont 05048
(802) 436-2640

Mast Hoops



Mast Hoop Fasteners •
Sail Hanks • Parrel Beads
• Wood Cleats • Wood
Shell Blocks • Deadeyes
• Belaying Pins •
Bullseves • Custom Bronze
Hardware

Pert Lowell Co., Inc.
Lane's End
Newbury, MA 01950
(508) 462-7409
Custom wooden boats • mast hoops
authentic nautical furnishings

POLYESTER RESIN

(With Catalyst)

Finest Quality - Always Fresh

5 Gal. Pain	1 Gal.	4 or more	20 or more	4 pails or more
\$70.00 ea.	\$15.50 ea.	\$14.50 ea.	\$14.00 ea.	\$67.50 ea.

FIBERGLASS - WIDE SELECTION BY THE YARD OR ROLL - FOR EXAMPLE

Mat 1-1/2 oz. 38" - \$2/yd • Roving 24 oz. 38" - \$3/yd. • Cloth 10 oz. 38" - \$4.05/yd

SILICON BRONZE WOOD SCREWS - MANY SIZES FROM 3/4X8 AT \$4.80 TO 3X16 AT \$40.50
ALSO STAINLESS STEEL FASTENERS AND BRONZE RING NAILS

GLOUCESTER PAINTS - THE COMPLETE LINE AT 40% & 50% OFF LIST PRICE
SYSTEM THREE EPOXY RESINS

MERTON'S FIBERGLASS SUPPLY

P.O. Box 399, E. Longmeadow, MA 01028

Tel (413) 736-0348 To Order Call Toll Free 1 (800) 333-0314

CALL OR WRITE FOR FREE PRICE LIST - WE SHIP ANYWHERE IN USA



COD

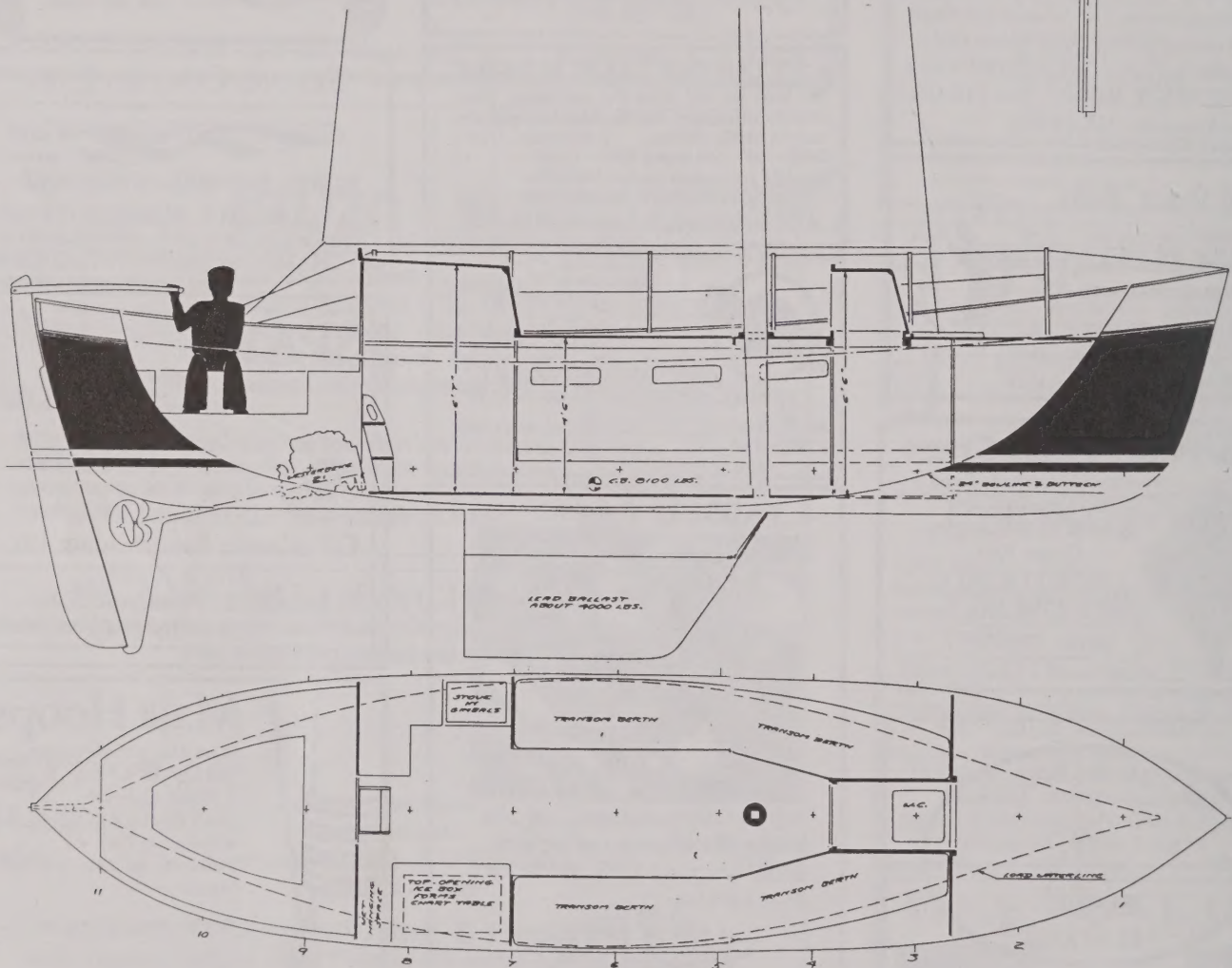
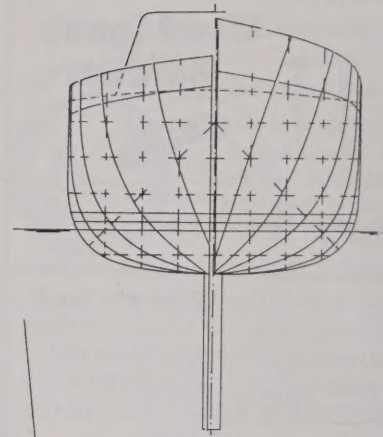
Bolger on Design

Cruising Lugger Concept

35'0"LOA x 31'11"LWL x 8'1"Beam x 5'6"Draft

Designed to the wish list of an Englishman based on Dartmouth, Devon, where the shores are bold and weatherliness can be at a high premium. She was to have had a dipping lug sail, traditional in those waters and more desirable in an aux-

iliary than it used to be in straight sailers. By simplifying the rig, deck, and cabin to utmost austerity, it was hoped to make the cold-molded hull and massive ballast keel affordable, to produce a boat that could keep going, fast, to windward in a gale of wind and a leeward-of-the-Atlantic sea. A good-sized solid propeller and her very small wind resistance with sail lowered (with or without a steadying trisail) were supposed to compensate for the maneuvering deficiencies of the dipping lug in the Dart River and other narrow waters.



Grantham Millwork

Lumber - Fasteners - Adhesives
Milling Services
to the boatbuilder & furniture maker since 1985

For complete list of products & services
send SASE to
PO Box 27 Grantham NH
03753
603-863-2915

Design and Build Your Own Boat ... By Computer!

- o Create and fair full 3D hull shapes interactively
- o Use state-of-the-art surface modeling techniques
- o Any hull shape allowed - round or chine hull
- o No lines drawing experience required
- o Eliminate lofting by hand
- o Plot lines drawing automatically
- o Plot full-size frame and plate shapes
- o 30+ calculated values - disp, LCB, stability ...
- o Stretch, shrink, or modify existing hull shapes
- o Low cost professional software: **JUST \$395.**
- o **Call, write, or Fax for our free literature**



60 knot commuter

New Wave Systems, Inc.

79 Narragansett Ave., Jamestown, Rhode Island 02835
Tel: (401) 423-1852 Fax: (401) 423-1810

Classified Marketplace

BOATS FOR SALE

Corsair F-24, folding 24' trimaran, compl w/main, roller furling jib, spinnaker, removable bowsprit, 5hp OB, lights, cushions, sink, water tanks, stove, VHF & Loran antennas, toolbox & spares, single-axle trlr w/brakes. \$39,300.

DOUG MAASS, 27 Pokahoe Dr., N. Tarrytown, NY 10591, (914) 762-8229, e-mail: MAASS@aol.com. (12)

Sea Pearl 21, '90, black, water ballast, teak rails, oars, canvas cabin, motor bracket, new cover, galv trlr. \$6,700.

C.B. OLIVER, Newfields, NH, (603) 772-2010 message machine. (12)

22' Americat Catboat, FG, designed by Sweisguth, blt by Benedict '71. 1 season on new sail & upper head overhaul on 10hp Westerbeke diesel. Full hdm @ galley & enclosed head. Slps 4 in cabin. Cabin htng stove, galley sea swing stove & all usual cruising amenities & equipment. VHF radio, depth sounder & knotmeter. Fast & seaworthy boat rigged for comfortable coastal cruising. Asking \$20,000.

FRED WALES, Manchester, MA, (508) 526-7396. (12)

Latvian Navy Reduction Sale, 1/2 fleet to be sold! **11'6" Double Paddle Canoe**, Tom Hill design, owner blt, ultralight lapstrake marine ply, mahogany trim, exc shape. \$550. **12' Dory Skiff "Chico"**, Ken Swan design, owner blt, nice rowing/lowpower skiff. Marine ply, mahogany gunwales, seats & transom. My 1st blt, 10yrs old but exc shape. \$300. **13' Sebago Speedboat**, dble cockpit, cedar planked, late '40's-early '50's. Split windshield, nice controls, Under cover 25yrs. Incl dismantled 25hp Johnson (compl) & pressure tank. Nds TLC. \$600. **16' Long Deck Canoe**, possibly Robertson '20-'30? Bad shape but not out of shape. No stems, lot of planking gone, still symmetrical w/decks, gunwales, seats hanging on. \$200. **16' E.M. White OB Runabout**, '58, lapstrake, all mahogany trim. Exterior stripped & repainted, new transom, nice steering, seats & opening mahogany windshield. No motor. In garage for 8yrs. \$450. Will deliver boats 25 mile radius of Boston.

BOB WADON, Randolph, MA, (617) 963-2036. (12)

Used Sailboats, 11 under 17' to choose from. \$500-\$2,000.

FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (12)

Sea Pearl 21, leeboards, gd cond, new sails, motor mount. \$2,500. W/trlr \$2,900.

JEREMYEISLER, Ocean Springs, MS, (601) 875-5103 aft 5pm. (12)

13'5" Wood Pussy Catboat, designed by Philip Rhodes, blt by Palmer Scott Co, New Bedford, MA mid-'40's. Exc cond, w/trlr. \$1,500.

DAN BALDWIN, E. Berlin, PA, (717) 259-0057. (12)

12' Old Town Sportboat, '54, cedar & canvas. Just restored, 4' beam w/ 63 6hp Evinrude. \$2,500. BROOKS ROBBINS, Hingham, MA, (617) 749-1312. (12)

Peep Hen 14', beachable micro-cruiser w/cuddy cabin, green hull, tanbark sail, gaff rig, tabernacle mast, sea trim, compass, VHF, 2 berths, galley, storage space, lights, porta-potti, galv trlr. \$4,250.

MARK POLLOCK, 3806 County Rd. 9, E. Chatham, NY 12060, (518) 794-9127 work, (518) 794-8064 home. (12)

Dovekie, hull #41, has Edey & Duff upgrades incl lg leeboards, new bow CB, U-shaped seat, new canvases, & new enlarged mainsail (purchased in '94). Trlr has new wheels, bearings, tires, U-bolts, & winch. Suzuki 2hp long shaft OB in vy gd cond is also incl. Asking price \$6,000.

PAUL FOLLANSBEE, Hightstown, NJ, (609) 443-4028. (12)

CLASSIFIED ADVERTISING INFORMATION:

Classified ads are **FREE TO SUBSCRIBERS** for personally owned boat related items. Each ad will automatically appear in two consecutive issues. Further publication of any ad may be had on request.

A one-time charge of \$8 will be made for any photograph included with any ad to cover the cost to us of the necessary halftone. For return of photo following publication include a self-addressed stamped envelope.

Non-subscribers and commercial businesses may purchase classified ads at \$.25 per word per issue. To assure accuracy please type or print clearly your ad copy. Mail to "Boats", 29 Burley St., Wenham, MA, 01984. Please no telephoned ads.

14' Adirondack Guideboat, Indian Point "Brie" model. Faithfully reproduced from original antique. Traditional colors, FG hull, black exterior, hunter green interior. Laminated ribs, removable flrlds, natural brightwork, caned seats, bronze hrdwre. 59lbs, lightly used in fresh water only. Always stored indoors. Like new. \$1,800 or reasonable offer.

C. SHERRILL, Beverly Farms, MA, (508) 927-3700. (12)

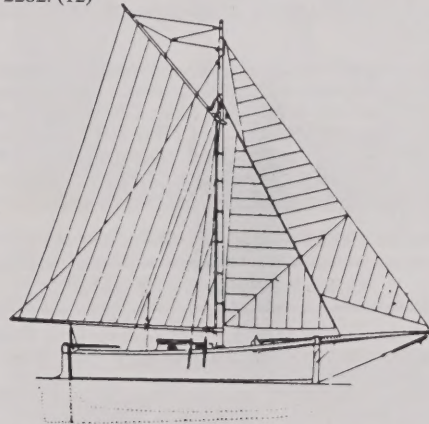
17' O'Day II Sailer, Dble hull, Dacron sails. Galv trlr w/new tires & spare. Ready to sail. \$1,800.

E.C. MORRIS, Raleigh, NC, (919) 319-3984. (12)

16' Indian Point Guideboat, "Eldon", dbl position w/F/pin oars, mahogany color w/graphite bottom, wood trim, 3 cane seats & removable flrlds. \$1,500.

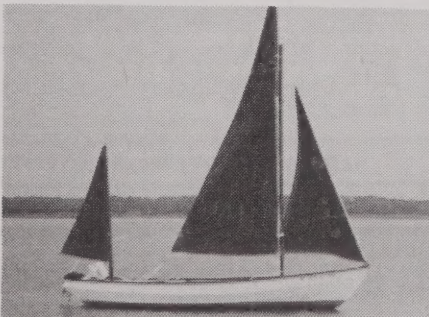
14' Phantom Sailboat, by Howmar Boats. High perf Sunfish design, w/PA licensed trlr. \$1,200.

WAYNE SPARLING, Landenberg, PA, (610) 274-2282. (12)



19' Itchen Ferry Cutter, 8'3" beam, 3'6" draft, 2-1/2 ton displ, cedar on oak. Replica of English fishing smack *Wonder* in *WoodenBoat* #14, but w/cabin & self-bailing cockpit. New, on trlr, could easily be finished for next season. \$3,000 OBO.

JOHN HUDSON, Stonington, CT, (203) 535-2234. (12)



'74 Drascombe Longboat Yawl, 3 sail rigs, '85 6hp OB, no trlr, all gd to exc cond. \$2,200.

DAVE CARNELL, 322 Pages Creek Dr., Wilmington, NC 28405, (910) 686-4184. (12)

Yard Sale: Winter projects, a dozen small boats, some in rough cond, mostly wood. Dorries, skiffs, Lyman, Penn Yan, Alden. Bring your truck. All to be sold cheap on Sat. Oct 28th.

CARPENTER'S BOAT SHOP, Rt. 130, Pemaquid, ME. (12)

Racing Single Shell, Kaschper midweight, '77, wood, gd cond. Asking \$1,700.

BILL, Wenham, MA, (508) 468-1156. (12P)

'81 Dovekie, back porch, motor mount, extras, trlr w/new hubs & wheels. \$6,400 OBO.

DAN KNOEDLER, Sheboygan, WI, (414) 459-7035. (13)

12' Nimrod Geodesic Canoe, like new, dark green, quality constr. \$650 OBO.

KEN PARKER, 32 Haven Ave., Rockport, MA 01966, (508) 546-7679, (508) 988-0102. (13)

Sea Pearl 21, '86 CB model w/trlr. Gd cond, nds sails. \$1,800.

MIKE OCHOA, Atlanta, GA, (404) 396-7678. (13)

Sailboats: Newport 16, slps 2, \$1,500. **O'Day Day Sailer II**, w/galv trlr. \$2,000.

FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (13)

Old Town Canoe, 20' Guide Model. \$850.

FRANK FULKERSON, 1811 Wildwood Rd., Toledo, OH 43614, (419) 385-3248. (13)

32' Trimaran, Lock Crowther design for racing/cruising. Single-handed fast cruiser. Raced in OSTAR. Cruised to Mexico & Bahamas, up to New England. Gd cond, sails well. \$8,500 OBO.

CHIP BREWER, Gloucester, MA, (508) 281-1240. (13)

Capri 18, Trivial Pursuit, shoal draft cruiser for 2, day sail 4, R/F jib, mounted boarding ladder, customized trlr, grt OB, etc. \$5,500 incl mooring in Marblehead, MA (Salem Harbor nr town landing) and spring launch.

ISAAC SEIGEL, Billerica, MA, (508) 436-3182, Iv message. (13)

22' Friendship Sloop, hull, deck & rudder. Solid FG, hvly blt by Passamquoddy Yacht Co. in early '70's. Orig constr manual, sail plan, 1000# inside ballast (old chain), cradle incl. Gd project for someone with a little extra time. \$2,000 OBO.

GARY PARKER, Jamestown, RI, (401) 423-2325, eves. (13)

Harbor Launch, lovely 18-1/2' Steward "Barbara" meticulously blt '90 by Landing Boatshop of mahogany over white oak frames. '93 Universal 25hp diesel IB, traditional wheel steering, canvas dodger Salty, seaworthy headturner in exc cond. \$10,000. Pictures on request.

PETER MURRAY, 89 West St., Portland, ME 04102, (207) 772-3811. (13)

'70 Tripp/Seafarer FG Sloop, 31'x 8'9" x 4'7". Nice lines, sound deck, hull & spars. Renovation in progress. Buy now, finish renovation yourself over the winter, go cruising next summer. Asking \$9,500.

MATT LYFORD, Exeter, N.H. 603-778-7844. (13)

16' Swampscott Dory, Crawford sailing model, just completed, never wet. Job relocation to WV necessitates sale. Beautiful vessel deserves appropriate home! \$3,900.

PHIL WOOTEN, Martinsburg, WV, (304) 264-0845. (13)

Folbot Kayak, Pisces 16' tandem, folding hull, solo paddler conversion frames & deck cover incl. Green hull w/tan canvas deck covers.

Exc cond, like new. Asking \$680. J. HUNTER, Burlington, CT, (203) 675-3009. (13)

17' Dirigo Touring Kayak, foot control rudder sys, 2 spray skirts, 2 custom paddles. Extremely stable, like new cond. \$1,050.

JOSEPH WHITE, 31708 Dilworth Ave., Salisbury, MD 21801, (410) 749-6694. (13)

Sea Pearl 21, cat ketch w/water ballast, vang, tonneau cover & convert top. Teak & holly sole, teak rubrails & trim, Danforth anchor & rode, oars & oarlocks, canvas winter cover & frame, galv tlr w/bg buddies & spare wheel, OB motor bracket. Exc cond. \$4,700. New '95 less than 10hrs Honda 2hp 4-stroke OB. \$500.

S. PAGE, 372 Gov. Chitt. Rd. Williston, VT 05495, (802) 878-6529. (13)

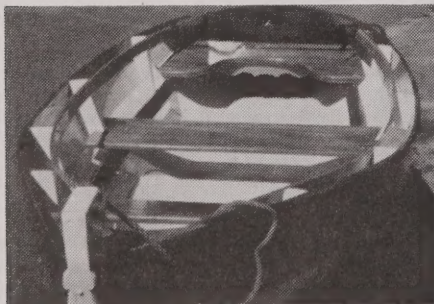
15' '55 Lyman Runabout, classic center steering. Recent tuneup on '67 35hp Merc. No rot. Mooring cover, bimini. All mahogany has 8 coats of Epiphanes. On refitted tlr ready to go. \$1,500.

GORDON BROLIER, Hudson, OH, (216) 342-0579. (13)



17' Guideboat, cedar plank, FG racing oars, dagger bd, rudder, sail, etc. Garage kept, lk new. \$950

JOSEPH WHITE, 31708 Dilworth Ave., Salisbury, MD 21801, (410) 749-6694. (13)



New 10' Chaisson Tender, wooden, 4' beam, oak frames, stern & cleats. Mahogany transom, sheer boards & seats. Bottom & garboards fiberglassed. Must be seen. Price reduced to \$1,900.

GALVIN'S BOAT SHOP, 3 Westford St., Saugus, MA 01906, (617) 231-5490, (617) 233-6214. (13)

New 26' Sloop, beautiful boat by Classic Yachts. Asking \$29,750 (\$2,950 below base), \$9,895 of extras incl. '88 MacGregor 26, \$7,000. '90 MacGregor 26, fully equip, \$10,500. '88 Henley 20, B/M/T, \$5,900. Rainbow 24, Sparkman & Stevens, \$3,000.

MATSON MARINE, P.O. Box 1789, Bucksport, ME 04416, (207) 469-6886. (13P)

22' Cape Cod Sr. Keel/CB Sloop, fine lines, grt sailer, exc cond. \$3,000/BO. **25' Cheoy Lee Sloop**, Frisco Flyer Class, '61, teak plank copper riveted, spruce spars varnished, ply decks (nd repair aft 6'), strong, beautifully blt, slps 4, rebuildable IB plus 5hp OB. \$3,500/BO. **26' Luders 16 Sloop**, cold molded hull nds some relaminating work (not extensive), alum rig, gd sails. \$400.

FULL SEA INC., L.I. NY, (516) 734-7409. (14)

14' Ken Swan Sailing Skiff, prof blt in ME, finest materials, fast, handsome, mint cond, row, sail, motor. \$1,700.

CHARLES STEWART, Brunswick, ME, (207) 729-2881. (16P)

Fiberglass Boats, in gd cond @ wholesale prices. Various models & sizes. 100% of proceeds donated to medical research.

MASS. CFIDS, Waltham, MA, (617) 893-4415, lv message. (TF)

BOATS WANTED

22' Drascombe Longboat.

R. CARLSON, 342 Vittum Hill Rd., Sandwich, NH 03227, (603) 284-6800. (12)

Maas 24.

A. HABERLE, 15 Cove St., Noank, CT 06340, (860) 536-6656. (12)

Seeking Donations, of used boat & nautical items for auction. Proceeds used to rebuild *Welcome*, a 56' replica of a 1775 armed sloop, and to provide operating funds for 56' schooner *Madeline*, authentic replica of a Great Lakes working schooner which tours Great Lakes annually.

MARITIME HERITAGE ALLIANCE, Box 1108, Traverse City, MI 49685. (12)

O'Day Twelve, w/wo mast or sail. Must be fitted for rowing w/factory installed oarlocks.

AL CURRAN, 109 Paul Manafort Dr., New Britain, CT 06053. (13)

Poke Boat.

BOB WILLIAMS, 331 Guadalupe St., Kerrville, TX 78028, (210) 896-3624. (13)

C-Dory 22', older model.

DOUGLAS BAXTER, Philadelphia, PA, (610) 544-9498. (13)

Fiberglass Boats, in relatively gd cond in N.E. area. Receive tax write-off for full fair market value of your boat when you donate it to Mass CFIDS as part of fund raising program. Mass CFIDS will provide for surveying the boat, hauling & all paperwork. 100% of proceeds from donations goes to research & education. Please lv name & tel # and volunteer will return yr call.

MASS CFIDS, Waltham, MA, (617) 893-4415. (TF)

SAILS & RIGGING FOR SALE

505 Genoa, boat no longer is. New, never used, from Sailrite w/bag. 15'0" hoist w/ss wire rope, 13'6" leach, 7'3" foot. BO over \$160.

J.G. ANTHONY, 72 Woodbine Rd., Wakefield, RI 02879-2803. (12)

Penguin Class Sail, 72sf, Ratsey & Laphorn. \$50 w/bag & battens. Gd cond.

JERRY BAKKE, 1872 Walnut St., Muskegon, MI 49441, (616) 755-7528. (13)

Mast and Boom, (Lightning?) w/fittings, compl set sails in gd cond w/almost new Lightning (for sure) main. Believed to be Lightning mast and boom, previously mounted on top of old Rhodes 19 cuddy. Mast is 26'4", boom is 10'. Prefer to sell as a package BO.

SCOTT CUNNINGHAM, 40 Elm St., Concord, MA, (508) 369-0222. (13)

SAILS & RIGGING WANTED

Strong Working Sails, for bronze track for Blue Jay or similar size sloop. Also reaching spinnaker (flat cut) for Lightning.

KEN PARKER, 32 Haven Ave., Rockport, MA 01966, (508) 546-7679, (508) 988-0102. (13)

28' Wooden Mast, for Alden O-Boat. Could use Lightning mast. Also nd genoa jib. Will travel fair bit

DAN MARAVELL, P.O. Box 921, Putney, VT 05346, (802) 387-2703. (13)

GEAR FOR SALE

Canoe Building Forms, for 16'-18' strip canoe, used to bld my 18'. Don't want to burn. Also walnut thwarts & 2 caned seats for 1 canoe. Make offer to incl crating & shipping. Will incl print of constr strongback. J.G. ANTHONY, 72 Woodbine Rd., Wakefield, RI 02879-2803. (12)

British Seagull OB, Forty Plus Mark II '72, short shaft. \$345.

HANS F. WAECKER, Cliff Island, ME 04019-0006, (207) 766-2684 phone, (207) 766-5972 fax. (12)

Spar Quality Eastern Spruce, stock from 60 yrs professional boat bldng. Every bit as gd as western spruces @ half price. 3,000bf 6/4 rough stock. 14' \$2.40/bf, 16' \$2.50/bf.

NATE CAREY, Grantham, NH, (603) 863-2915. (12)

Evinrude OB, 4.5 longshaft. Low mileage runs fine. \$350.

A. HABERLE, 15 Cove St., Noank, CT, (860) 536-6656. (12)

Perkins Diesel, 85hp Model 236 engine core for parts or reblng. \$595.

JAY FOLEY, Worcester, MA, (800) 233-6539 days, (508) 791-3933 eves. (12)

4-21/2hp Mercury OB. \$550.

E.C. MORRIS, Raleigh, NC, (919) 319-3984. (12)

FG Kayak Mold, for making your own 17' well designed fast FG kayak. Free.

FRANK ALBERT, Putnam Valley, NY, (914) 528-3349. (13)

Clear Eastern Spruce, 6/4 for your paddles, oars & spars: 12 footers & 14 footers \$2.40/bf; 16 footers \$2.50/bf. Also clear 4/4 Engelmann spruce & 12/4 Sitka spruce (quantity limited). Send SASE for detailed list. NATE CAREY, P.O. Box 27, Grantham, NH 03753, (603) 863-2915. (13)



AHOY OPEN WATER ROWERS! New for 1995 - The ROW HARD No Excuses T-shirt. 100% heavy weight grey cotton T-shirt. Sizes: M, L, XL & XXL. \$16 ea, \$3.75 (S/H) Add \$2 for XXL size. ORDER TOLL FREE 1.800.985.4421, FAX 1.207.985.7633 Visa, MC & American Express. WATERMARK, P.O. Box 1037M, Kennebunk, ME 04043. (TFP)

There is nothing— absolutely nothing—

half so much worth doing



as simply meaning about in boats.

T-SHIRTS featuring illustration & quotation from *The Wind in the Willows*. Heavyweight 100% cotton, natural color. Short sleeve \$15.50. Long sleeve \$21.00. 50/50 gray sweatshirt \$25.50. M,L,XL. Shipping \$3.50.

DESIGN WORKS, Dept MC, Box 880, Silver Spring, MD 20918. (TFP)

British Seagull Parts & Service. Many in-stock items are discounted. Please send FULL Serial Number/letter code from R/H side of crankcase when ordering. ROB ALLAN, 7044 Justine Dr., Malton ON L4T 1M3, Canada, (905) 676-8880; Fax (905) 676-8878. (TFP)

GEAR WANTED

Hurth HBW Marine Gear, in useable cond. Will pick up. JAY FOLEY, Worcester, MA, (508) 753-2979 days, (508) 791-3933 eves. (13)

BOOKS & PLANS FOR SALE

San Francisco Pelican Plans, 12' Dory-Pram, Pelican Pocket Cruisers 16' and 18', Plywood. 3-in-1 plans package, \$58. Yangtze, 18' Chinese Junk conversion plan, \$15 extra. M. SHORT, 203 Hawthorne Ave., Larkspur, CA, 94939, (415) 924-0685. (12P)

Steamboater's Handbook '95, 288 pgs filled w/how-to information about acquiring, building, operating, maintaining & enjoying a live steamboat. \$25 + \$2.50 shipping. Satisfaction guaranteed. STEAMBOATING, Rt. 1 Box 262-R, Middlebourne, WV 26149, (304) 386-4434. (12P)

Small Boat Journal, 57 issues (2 copies Vol. 21 #3), all for \$75 PP via UPS. R. KNIGHT, 321 Burning Tree Dr., Naples, FL 33942, (941) 262-5303. (13)

Magazines, 260 *Rudder*, *Motorboating*, *Yachting*, etc. Incl show issues, from late '30's to early '60's. \$150 plus shipping (abt \$50 UPS). JERRY BAKKE, 1872 Walnut St., Muskegon, MI 49441, (616) 755-7528. (13)

Malibu Outrigger Plans, sail, rigging, rudder, dagger board, everything but hull & spars. \$100. **Flicka Plans,** never used, 17 sheets plus full scale frame templates. \$150. GUY ZATTAU, 3511 Dakota St., Eureka, CA 95503, (707) 442-1417. (13)

Row to Alaska by Wind & Oar, new book about adventure of retired couple rowing up Inside Passage to Alaska. Reviewed in March 15, 1995 issue. \$12 postpaid. NANCY ASHENFELTER, 3915 "N" Ave., Anacortes, WA 98221. (TF)

Outboard Skippers, improve your skills & discover the tremendous possibilities of boats under 20' in length. *The Outboard Boater's Handbook* covers all aspects of these amazing boats. Edited by Dave Getchell, Sr., founding editor of the *Small Boat Journal*. Send \$21.50, incl S&H. D.R. GETCHELL, RR 1 Box 3355, Appleton, ME 04862. (TF)

Boatbuilding Articles. Copies of articles from old boatbuilding manuals. It is possible to build a boat from most of these articles. \$4 for list of hundreds. E.G. RAGSDALE, P.O. Box 153, Florence, OR 97439, (503) 997-7818. (TF)

Canoeing Journals of James S. Cawley, 1915-1919. Available in paperback. Daily writings of canoeing & camping on various adventure cruises. Written by co-author (with wife) of *Exploring the Little Rivers of New Jersey*, these journals were re-discovered & are now published for the 1st time. \$10 postpaid. NANCY C. JEROME, 160 Godfrey Rd., E. Thetford, VT 05043. (TF)

Out Your Backdoor #7. The boatiest bunch of biking, archery & other adventure stories you'll ever read. No boat story per se this issue but plenty of wild boat vibe. 48 stunning pages. Legible layout. "I just discovered OYB. Where have I been? Living in cave? \$8 for 4/issue sub. OYB, 4686 Meridian Rd., Williamston, MI 48895. (TF)

Plans, range of beautiful canoes/kayaks in ply/epoxy. Send \$2 bills only.

PHIL GREEN DESIGNS, 2 Keep Cottages, Berry Pomeroy, Totnes, Devon. TQ9 6LH. England. (TFP)

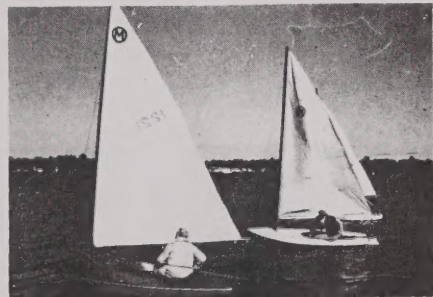
Canoe/Kayak Plans, 16' wood/canvas, can be fiberglassed. Since 1962. Free information. TRAILCRAFT, 405 State St. Dept. M, El Dorado, KS 67042. (TFP)

Canoe Lines, Plans, Offsets, Mold Patterns, for 12', 14-1/2', 16' & 18-1/2' canoes drawn for traditional beauty & versatility. Sized for either strip bld or wood/canvas construction. FRANKLIN CEDAR CANOES, Box 175, Franklin, ME 04634, (207) 565-2282. (TFP)

Canoe Plans, all styles. Full size paper templates & illustrated manual. Send for airmailed catalog. ALAN BRIDGES, Birch Creek, Cenarth, Dryfed, Wales SA38 9JU, UK. (15P)



Sea Kayak Plans. "Seguin" is a sleek ltwt kayak designed for ocean touring. Classic Greenland lines. Simple stitch & tape construction is ideal for the home builder. Easy to follow plans are accompanied by 40 pg construction manual. ROB BRYAN, P.O. Box 475, Woolwich, ME 04579-0475. (TFP)



Classic Moth Boat Plans, available for the Dorr Willey type sailboat. Qualifies for annual regatta in September. Plans \$25 + \$3 postage. MUSEUM OF THE ALBEMARLE, 1116 US Hwy 175, Elizabeth City, NC 27909, (919) 335-1453. (TFP)



Building Plans: "Fiddlehead", 10-1/2' decked canoe. \$39. **Thistle,** 12' fin powered pedal boat. \$50. Traditional constr, full sized patterns, extensive bldg manuals. Send for details. H. BRYAN BOATBUILDING, RR4, St. George, NB E0G 2Y0, Canada. (TFP)

BOOKS & PLANS WANTED

Racine Boat Co. Catalogs, or any information. **De-troit Boat Co.,** also, regarding canoes. TOM HELD, 2226 Spring St., Racine, WI 53405, (414) 634-1272. (12)

"Nautical Cats", information, anecdotes, pictures, sources of information prior to 1940's. Especially on commercial sailing ships & warships. Will pay postage & acknowledge in written materials your help. DR. A.J. HABERLE, Noank-Mystic Veterinary Hospital, Rt. 215, Noank, CT 06340. (12)

SBJ, #1-3, 12, 28, 31-35, 37-41, 59, 66, 72. DOUG SMITH, 5471 N.N. Rd., Garden, MI 49835, (906) 644-2205. (12)

Adventures Down the Bay, will pay up to \$15 for a gd copy of reprint by Bob Hicks of original. ROGER RODIBAUGH, 3212 Hendrickson Ln., Lafayette, IN 47905, (317) 474-8613 eves. (12)

MISC NAUTICAL RELATED ADS

Missing Person, will man who bought my radial arm saw please contact me, I have some parts for it. JOE ROGERS, Framingham, MA, (508) 872-4206. (12)

TUGBOATS & TOWBOATS

A 1996 Calendar

13 - 8x10 QUALITY COLOR PHOTOGRAPHS

\$10.95

(includes postage and handling)

Washington residents add 85c sales tax

Canadian orders add 50c - U.S. funds

Foreign orders add \$2.00 - U.S. funds

Mailed First Class



HARBOR IMAGES

P.O. Box 1176 Richland, WA 99352

THE MOST UNIQUE WOODEN MODEL BOAT KITS AVAILABLE ANYWHERE!



Neon Tetra

12" SUB \$15.95



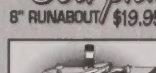
Scorpion

8" RUNABOUT \$19.95



Cricket

11" SAILBOAT \$23.95



TOAD

8" TUG \$22.95

EASY TO BUILD PROVEN PERFORMERS

• RUBBER POWERED • PRE-SHAPED HULL • PRE-CUT & DRILLED PARTS

• BRASS, COPPER & STAINLESS HARDWARE

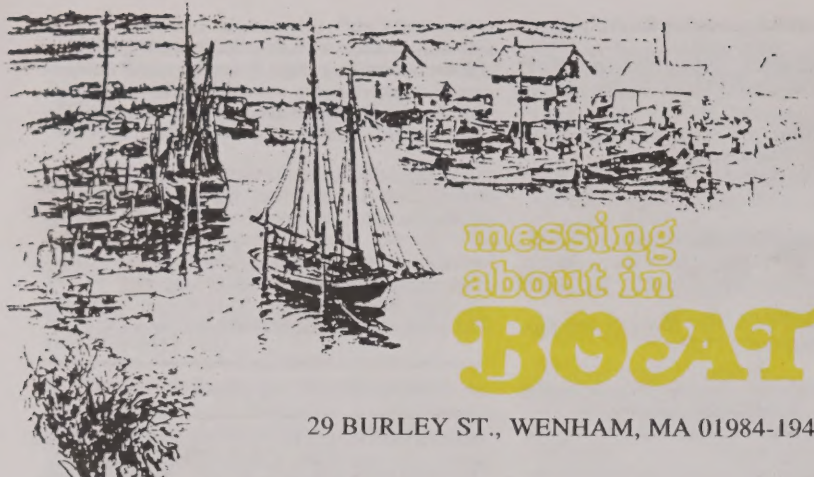
GREAT FUN IN POOL POND OR SEA • ORDER YOURS TODAY!

\$4.00 S&H Each, MD. Residents add 5% tax. Catalog \$1.00

Seaworthy Small Ships

Dept. M, P.O. Box 2863

Prince Frederick, MD 20678



BULK RATE
U.S. POSTAGE PAID
WENHAM, MA 01984
PERMIT #53

messing
about in
BOATS

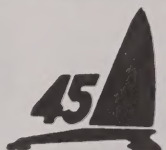
29 BURLEY ST., WENHAM, MA 01984-1943

POSTMASTER: ADDRESS CORRECTION REQUESTED

To:

XIII-12

*Wind
Products*



SKIMMER 45[®]



FEATURES

LARGE 45 SQUARE FOOT SAIL
COMPLETELY PORTABLE
FAST RIGGING ACTION
HIGH STRENGTH TUBING
MARINE QUALITY THROUGHOUT

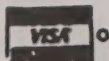
America's Largest Iceboat Manufacturer

Wind Products

2485 Rosstown Road
Wellsville, PA 17365

(717) 432-1074

SEND \$1 FOR BROCHURE



If you work in the winter, shouldn't your tools, supplies, paints, fillers and glues?

Ours do.

All Wood Glue™ has a working time of a few hours and will be cured in a few days in freezing weather, although we'd rather you didn't use it much below 28°F/-2°C. Fill-It Epoxy Filler™ behaves about the same. There is a Cold Weather Version™ of our famous Clear Penetrating Epoxy Sealer™, too. In fact, there's at least one version of all of our products that behaves well in freezing weather.

Call or write for more information. We'd be glad to send it to you. Anything we make can be ordered directly from the factory, and we will sell you one of the smallest size package of anything we make, if that's all you need. We're really pretty nice folks. We've been that way since 1972.

SMITH & CO.

Industrial and Marine
Synthetic Resins and Specialties
5100 Channel Avenue Richmond CA 94804
1-800-234-0330 1-510-237-6842